Welcome and Introductions
Deborah Weintraub, Chief Deputy City Engineer/Chief Architect, welcomed the members of the committee and attendees.

Public Comments
Karen Barnett (Atwater Village Neighborhood Council) requested to have a pedestrian underpass included in the Glendale/Hyperion Bridge project. Ms. Barnett stated that there is no crossing planned along the East Bank in this project. The Glendale/Hyperion structure is eight lanes of traffic, which is unsafe, even if there’s a future crosswalk close by. A pedestrian underpass would provide a safe crossing and connect the east bank (Atwater Village East Bank Riverway). In addition, it would complete the Sunnynook River Loop, providing an alternative safe route from the LA River Bike Path (for other users) and meet LARRMP and ARBOR study goals.

Approval of April 2, 2018 Meeting Summary
Meeting summary approved.

Items for the Committee's Consideration and Recommendation

Glendale Boulevard–Hyperion Avenue Complex of Bridges Project – City of Los Angeles Bureau of Engineering (Shirley Lau, Wenn Chyn)

Ms. Lau provided an overview of the project. The Glendale Boulevard – Hyperion Avenue Complex of Bridges Improvement project elements consist of an structural upgrade (seismic retrofit and widening to accommodate cyclists and pedestrians) of the five bridges along the Glendale-Hyperion Corridor; historic preservation of bridge balustrades, street lights and the Red Car mural; traffic safety and efficiency improvement by reconfiguring Hyperion avenue, widening Glendale boulevard north and southbound, and realigning the I-5 northbound off-ramp; and LA River access and Best Management Practices for water quality improvement through construction of a Red Car Pedestrian Bridge over the LA River, the addition of public art by re-creating the Red Car river mural with the City of Los Angeles Department of Cultural Affairs, an LA River Bike Path access ramp, a biofiltration basin and bioswale. The project’s traffic safety and efficiency improvements will include four vehicular lanes, two striped bike lanes and
an ADA-compliant sidewalk on Hyperion Avenue and two vehicular lanes, a shoulder and an ADA-compliant sidewalk on both Glendale Boulevard north and southbound. Caltrans barriers will be placed adjacent to the historic replica railing on the bridge.

The project will be constructed in two phases. Phase I includes the Red Car Pedestrian Bridge, accessible from the west bank LA River Bike Path, and an east bank pathway connecting the end of the bridge and the Glendale Blvd sidewalk. The existing Red Car Piers crossing the LA River will be supporting a new pedestrian bridge that will be placed on top of these Red Car Piers to serve as a mitigation measure to ensure safe pedestrian traffic circulation across the LA River during the widening of the main bridges. This pedestrian bridge is the result of years of collaboration between BOE and the elected officials representing the communities of Atwater Village, Los Feliz, and Silverlake, and will implement the Sunnynook River Loop vision that was developed in the City’s LA River Revitalization Master Plan. Users of this bridge will be able to access the LA River Bike Path, the Red Car Park, and the neighboring communities of Silver Lake and Atwater Village. The design of the pedestrian bridge is 95% complete. BOE is obtaining all regulatory agency permits to allow construction of this bridge, which is anticipated to begin in April 2019. Construction cost is estimated at $4 million. Phase II is comprised of all other components and is at 60% completed design. BOE has submitted the applications for all regulatory water agency permits to allow construction of Phase II concurrently with Phase I. In addition, Phase II will require a Caltrans encroachment permit, which will be submitted upon 65% completion. Phase II construction is anticipated to start April 2020 at the earliest and after completion of Phase I. Phase II construction cost is estimated at $39 million.

Summary of Questions and Comments:

- Ms. Weintraub asked what the total project cost.
  - Ms. Lau responded that the estimated total project cost is $62 million and is predominantly funded by the Federal Highway Bridge Program, State Proposition 1B and Metro Call for Projects.

Committee Action: **Recommended**

**LA River Skynets – Poetic Kinetics (Patrick Shearn, Marnie Sehayek)**

Local artist and Poetic Kinetics studio owner Patrick Shearn and Marnie Sehayek presented a temporary public art installation concept that would highlight ongoing revitalization efforts of the Los Angeles River. The art concept is a creative elaboration of Mr. Shearn’s 2016 temporary installation, “Liquid Shard,” which transformed the underused public plaza of Pershing Square into a bustling destination. “Liquid Shard” was a highly successful public art installation in that it engaged the immediate community formally and functionally in addition to going “viral” with media and internet attention for its innovative visual effect. Other examples of urban and/or waterway site-specific work created by Mr. Shearn include art installations in Berlin, St. Petersburg, and Scottsdale, AZ. Skynets, as these works have come to be known, add bold and surprising, kinetic design to urban environments and create a unique sense of place and shade, encouraging diverse visitors to engage and play nearby. Poetic Kinetics proposes bringing its aerial temporary art installations to the LA River to beautify space, encourage community gathering, evoke nature, and celebrate wonder and creativity. Poetic Kinetics included videos of previous work in its presentation that due to technical failure were not able to be played during the LARCC and can be viewed [here](#) and [here](#).

Poetic Kinetics has met with the necessary jurisdictions in advance to hone in on sites where the project would be feasible and to determine ideal installation timelines. The studio hopes to dovetail with new LA River site’s public unveiling to enhance visibility and patronage. Proposed installation(s) would have a two to three-month duration. Installation for each lightweight artwork, consisting of kites-material or recycled wrappers, will take approximately four days and require two or more aerial boom lifts and ladders. Removal would take one day and require the same equipment. Poetic Kinetics adheres to IRATA standards and pre-dominantly use Dyneema rope, shackles and spansets. Poetic Kinetics prefers to utilize existing infrastructure to suspend the artworks with a variety of non-damaging rigging methods that can be attached to street lamps, trees poles, facades, bridges and other available structures.

Mr. Shearn showed a Skynet rendering in Griffith Park that would connect to the in-construction North Atwater Village Multi-Modal Bridge. His studio will begin a specific feasibility investigation of potential sites and provide
detailed design plans and artwork dimensions including specific rigging points and engineering analyses of the artworks upon receiving concept recommendation from the LARCC. Mr. Shearn and Ms. Sehayek expressed they would like to return to the LARCC to present site-specific concepts.

Summary of Questions and Comments:

- Ms. Weintraub stated that Poetic Kinetics is presenting an art installation concept along the LA River and that they would then come back to the LARCC with specific sites. She requested Poetic Kinetics give background on the river-adjacent sites they have looked at, which for various reasons were not viable.
  - Mr. Shearn responded they looked along the upcoming Prop K LA Riverfront bike path located in the Valley (Studio City) but it was missing rigging points. Poetic Kinetics also looked at the future Albion Riverside Park, however, RAP deterred them from this location because of overhead wires and power lines. Mr. Shearn stated Poetic Kinetics is very flexible and the technology used is very malleable. Ms. Seyahek added they prefer to target Skynets to sites with pre-existing infrastructure (mature trees, street light lamp posts, fences, bridges) to rig from. Poetic Kinetics has invited LARiverWorks to brainstorm sites and they have had preliminary discussions with RAP regarding more suitable sites, such as Griffith Park and Ferraro Fields. Next steps with recommendation would be to target more specific sites and determine if they will be suitable.

- Mr. Klippel asked if there are current Poetic Kinetics installations other than its Burton Chace Park installation in Marina Del Rey.
  - Mr. Shearn responded not at this time and the Marina del Rey installation had been taken down the previous weekend.

- Mr. Stone commented that Poetic Kinetics should come back to the LARCC with an update when sites and specifics are ready for Committee review to see what regulations would applicable to the specific site. He stated the following conditions would need to be met: the art display is allowed between the period of April 15 and October 15 and needs to provide a minimum 15-foot vertical clearance. Mr. Stone commented it was a very interesting project.

- Ms. Weintraub asked what the duration of the Pershing Square was for the “Liquid Shards” installation.
  - Mr. Shearn replied it was up for 3 weeks. Poetic Kinetics approached RAP directly to install. Limited public outreach was conducted ahead of time. It was installed in one night. The online video of the piece garnered approximately 20 million views.

- Ms. Santo Domingo thanked Poetic Kinetics for “Liquid Shards”. She stated that temporary art installations under three months in parks can be approved at staff level with a Right-of-Entry permit. She noted that Griffith Park is an urban wilderness and historic park and she can see Skynets working well there but public outreach will need to be conducted before installation. Ferraro Fields is a unique park at the north end of Griffith Park that is still considered Griffith Park and is comprised mainly of soccer fields. It does have a smaller open play area that Poetic Kinetics may want to consider. RAP is very mindful of DWP power lines and DWP electrical requirements; whatever is installed must be safe. She stated that RAP is more than happy to work with Poetic Kinetics on a proposed area.
  - Ms. Seyahek responded that they have meet with DWP and received their guidelines during their preliminary discussions, which will inform the site choice.

- Ms. Weintraub asked the Committee to approve the project in concept and asked that Poetic Kinetics return to the LARCC to update when they have a specific site. She stated that a Skynets installation along the LA River would be a great way to bring attention to the LA River and thanked Poetic Kinetics for already working closely with City and County staff.
Mr. Malhis provided an overview of the Valley LARiverWay Feasibility Study Phase and Design Phase Project Schedule. The presentation is an update to his January 2017 presentation to the LARCC. The project's name has been changed to LARiverWay San Fernando Valley Completion project. The project scope is to design and construct approximately 13 miles of new bike path and greenway facilities along the LA River in the San Fernando Valley, which complement projects that have already been built or are underway by closing critical gaps in the public transportation system. Its focus is to build out the gaps within the 19.5 miles of LA River in the Valley where there are 10 miles of gaps, 3 miles of completed path and 6.5 miles in design. Completed sections include Tampa to Corbin Avenues, Mason to Vanalden Streets, Sepulveda Boulevard to Kester Avenue and Coldwater Boulevard to Whitsett Avenue. Currently three miles are being designed between Vanalden Street to Balboa Boulevard. Other agencies are also working on designing and constructing segments to complete the 19.5-mile project, including LA Department of Transportation (LADOT) (Forrest Lawn to Riverside Drives and Owensmouth to Mason Avenues) and LA County (Lankershim to Barham Boulevards). This project is part of the larger goal to have a 51-mile LA River bikeway from Canoga Park in the Valley to Long Beach.

In June 2018, BOE began the design of three miles between Vanalden Street to Balboa Boulevard. The segment was selected to complete the West Valley path as other West Valley segments are already in design (Owensmouth to Mason) or have been constructed (Mason to Vanalden). The river channel in this segment is trapezoidal and easy to cut into for undercrossings. BOE is applying for ATP Cycle 4 funds for construction of this segment. To be competitive, the project includes off-street improvements with Class II and Class III bike lanes leading to the river to ensure safe community access to the LA RiverWay. Design will take place from July 2018 to June 30, 2021, to allow for various agency approvals including Caltrans. Bid and Award is anticipated between July 1, 2021 to December 31, 2021. Construction is slated to for 3.5 years from January 1, 2022 to June 30, 2025.

The Feasibility Study produced five build out options. Base Option 1 would consist only of the bike path and pedestrian path for a total project cost of $132 million. It would utilize existing bike lanes and multi-use path, not include a greenway and include on-street bike sharrows and primarily at-grade crossings. Funding stems from LA County, LA Sanitation, LADOT, Proposition K and RAP. Base Option 2 would include the greenway for a total project cost of $144 million. Base Option 3 would include additional undercrossings for added safety and its total project cost is $166 million. Mr. Malhis stated Base Option 4 is the desired goal project, which replaces on-street bike sharrows with bike path for a total project cost of $202 million. The Full Build Option includes the bikeway, greenway, pocket parks and connecting through the Sepulveda Basin. Its total project cost would be $425 million, which is a daunting funding task and therefore would be designed in phases starting with continuous path, then crossings and lastly river pocket parks.

Summary of Questions and Comments:

- Ms. Weintraub asked when will and where will the Feasibility Study be posted online.
Mr. Malhis responded soon on the websites of the Council Districts through which the project runs (CDs 2, 3, 4, 5, 6), LARiverWorks (www.lariver.org) and potentially Bureau of Engineering (http://eng.lacity.org/).

- Mr. Lilley asked what Feasibility Study Option the Vanalden Street to Balboa Boulevard segment is being designed as and would it preclude pocket parks from being added.
  - Mr. Malhis responded it is being designed using Base Option 3, which includes bikeway, pedestrian path, undercrossing, fencing and lighting. It would not preclude pocket parks.

- Mr. Kumar asked if the undercrossings could be submerged under water if there is a rain event.
  - Mr. Malhis responded that potentially some sections would be submerged during high LA River flows. However, the goal is to minimally cut into the river channel. There will be gates that would be closed during rain events and users of the path would then take the sidewalk to the next crossing, use the street signal and go around.

- Ms. Santo Domingo asked is the greenway being implemented in this design. RAP would want to make sure maintenance is formalized in an agreement. RAP can take on maintenance if it is under RAP ownership or there is MOU in place.
  - Mr. Malhis responded that greenway is part of the design and landscape maintenance is currently being addressed. A request was submitted to RAP for maintenance, however, it has not been discussed. The project has agreements in place for striping, lighting and LADOT improvements.

- Mr. Kharaghan asked have security and safety been considered, such as LAPD patrols.
  - Mr. Malhis responded security cameras have been looked at as a possibility. Blue light stations that connect to LAFD and LAPD will be placed along the path. During design, BOE will coordinate with LAFD and LAPD. LAPD patrols and how to address homeless encampments potentially blocking tunnels or undercrossings will be discussed.

- Ms. Weintraub stated the Feasibility Study and the project design fulfills a long-term goal of the City and the County. The County has been a great partner. It is very exciting to be at this point.

670 Mesquit Riverfront Development - V.E. Equities (Vella Group Michael LoGrande, property owner Frank Gallo)

Mr. LoGrande provided an overview of the private development project at 670 Mesquit Street in the downtown Los Angeles Arts District. The project is working on a Specific Plan with the City Los Angeles for the 5-acre site, which is one of the largest privately-owned sites along the LA River and the railroad right-of-way. The Vella Group and the Gallo family are working on the development as a joint-venture and see it as a unique opportunity to develop an iconic project that faces the river. The Gallo family has owned the site since the 1960s, using it for cold storage. The project incorporates commercial office (over half of the 1.8 million square footage) with 300 residential units of which approximately 40 are reserved for affordable housing, 250 hotel rooms and several restaurant and retail spaces. The project, designed by renowned architect Bjarke Ingels, will make use of the view of the river and of downtown Los Angeles in its design.

Mr. Gallo provided additional background and walked the Committee through the architectural renderings. He stated this is a family legacy project to use the uniquely situated site that his family has owned for over 45 years. The project is working through how to address the railroad between the site and the LA River; the future new 6th Street Bridge (and potential new 6th Street Metro stop); engaging the active 7th Street to the south of the site; and how to enter the Arts District as the largest development in the next five years. As part of the design, a deck would cantilever over the rail, looking onto the LA River. The project is looking at air rights purchase from three entities: Amtrak, BNSF and Metro. They are currently negotiating the air rights with Amtrak, which would create 85,000 sq. ft of open land overlooking the river. The project uniquely engages the LA River and is an extension of sorts of the nearby
BOE 6th Street Bridge PARC project; creating the possibility to move north-south along the LA River. It also serves as a prototype on how to branch the linear boundary created by rail along the river.

Mr. LoGrande stated the project will use riparian landscaping in line with the City’s LARRMP (and County’s LA River Master Plan) and will meet with the Army Corps and others to fine-tune renderings that currently show non-riparian plantings. The project proponents would like to return to the LARCC and meet with individual agencies to discuss air rights and river access. While air rights acquisition is expected; various deck options are being reviewed in environmental review. The project is in the early stages of the EIR process. The draft EIR will be available for review and comments in September 2018. The project will go through the City's entitlement and land use process and then permitting process in 2019.

Summary of Questions and Comments:

- Ms. Weintraub commented it’s an incredibly ambitious project and thanked Misters LoGrande and Gallo for presenting. She advised them to include updated 6th Street Bridge renderings in the updated project renderings and to meet with the BOE team working on the 6th Street PARC project. She asked when the project will begin construction and if construction will be in phases or all at once.
  - Mr. LoGrande responded that the project has full financing and depending on economic factors out of their control they anticipate construction to begin in 2020 at the end of the entitlement process. The project could be built in phases, but its design makes building it in one phase more likely.

LA River and Verdugo Wash Feasibility Study - Trust for Public Land (Robin Marks) & Estolano Lesar Advisors (Tulsi Patel)

Ms. Marks provided background on non-profit Trust for Public Land (TPL) and its 20-years of work on the LA River in collaboration with public agencies. TPL received an EPA Brownfields Planning grant in 2017 to explore a 50-acre area at the Verdugo Wash Confluence with the LA River. This effort will address Verdugo Wash alignment and conflicts with other LA River plans and projects, building partnerships, stakeholder engagement and local business engagement to arrive to the ultimate vision for the Verdugo Wash Confluence. The project’s stakeholder group will explore future scenarios for a green-eco district and opportunities for this industrial area to participate in the LA River revitalization effort. Ms. Marks stated this project is not in conflict with the City's LARRMP or the Army Corps' Los Angeles River Ecosystem Restoration (ARBOR) project. The project hopes to apply what is learned to assist smaller cities in Los Angeles County with industrial businesses along their riverbanks.

The planning study will include examination of the current land uses and environmental condition of those sites; opportunities and barriers for sustainable and equitable revitalization; how businesses and local residents will be impacted by the existing plans; research and coordination with the existing plans; door-to-door engagement with businesses to identify their needs and to vet the idea of a green business zone; and strategic recommendations on phasing. Starting in February 2018, the study has reviewed area and project plans including: Los Angeles General Plan: Northeast LA Community Plan; LA River Revitalization Master Plan (LARRMP); ARBOR Study; Northeast Los Angeles Riverfront District Vision Plan & Economic Development Implementation Strategy (NELA Vision Plan); Sustainable City pLAN (City of Los Angeles); Equitable Redevelopment for the Los Angeles River: LA River Equity Principles; Mobility Plan 2035 (City of Los Angeles); Bicycle Transportation Plan (City of Glendale); Doran Street At-Grade Separation Project; The Glendale Narrows River Project; and California High Speed Rail.

Ms. Marks reported they found alignment in terms of LA River access, non-motorized mobility along the LA River, enhancements of mobility and safety, a call for tourism and increased recreation. The reviewed plans conflict with regards to stormwater management approaches, industrial land use and job preservation, stakeholder representation, climate change and resiliency. TPL has identified opportunities and constraints for stormwater management, air quality, connectivity, access and safety. Its first stakeholder meeting took place in June 2018 and the group is open to additional stakeholders. Approximately 30 businesses were outreached to in person with mixed responses. Vetting the eco industrial zone will be an ongoing process and the business community will continue to be engaged over the summer. TPL and Estolano Lesar Advisors will vet scenarios in fall 2018 to receive feedback and produce a final report in early 2019.
Ms. Washington asked about property owner engagement to determine lease terms and expressed concern about gentrification. She asked that they remember DWP's vested interest in water conservation and energy efficiency as these are customers and there is not a lot of industrial land remaining. She would like to have a conversation if usage in area in the area will ramp up or be reduced.

- Ms. Patel replied that engagement has primarily focused on businesses and in a few cases the businesses were also the property owners.

Mr. Kharaghani asked if project construction is fully funded and if the project will look at infiltration or lining wetlands. He recommended they look at Operation and Maintenance.

- Ms. Marks replied that there is no construction component and the plan is fully funded. The plan won't necessarily look at lining wetlands but will look at constraints of contamination. TPL will meet with LA Waterkeeper next week about how to do infiltration. TPL has met with Deborah Deets (LASAN) to talk about these constraints. TPL wants to understand what is possible with stormwater management.

Ms. Weintraub asked what the long-term goal of this project is given the various existing plans for the area. She inquired if there are any materials available online for anyone interested who has not attended the stakeholder group and that www.lariver.org could be home for those materials. The LARCC would like the project to come with its final report in early 2019.

- Ms. Marks responded the goal is propose a transitional plan, something that can occur in the interim between now and the revitalization of the Verdugo Wash Confluence as envisioned in the Army Corps' ARBOR study. They know the industrial business community is very important and dwindling in Los Angeles. The plan proposes to engage that stakeholder group in deeper way than they have been thus far. There is far more industrial land located south of the City of Los Angeles; the hope is for this project to be a model for how smaller cities work with their river-adjacent industrial businesses. TPL does not have a website that operates to post the materials and is happy to share them publicly.

Agency Updates

- Los Angeles County Flood Control District (Carolina Hernandez)

  - LA River Master Plan update engagement events: The Master Plan update started on April 11th and will be a 24-month long process. A draft is expected in 18 months, which will be made available to the public for comment. Twelve community engagement events are planned along the 51-mile LA River corridor. The second Steering Committee was well-attended by members and the public on June 27th. County is performing extensive on-the-ground and digital engagement effort to LA River communities. The County is hosting its first community stakeholder event on July 25th from 6-8pm at Canoga Park High School. The next Steering Committee will take place September 26th, 9am to noon at Los Angeles County Department of Public Works, 900 S. Fremont Ave, Alhambra, CA 91803, Conference Room A. The public can learn more by visiting www.larivermasterplan.org. The County will perform Master Plan update engagement at Speaker Anthony Rendon's South East Los Angeles arts festival in the riverbed at South Gate on Saturday, July 21st from 5-10pm.

  - Devil's Gate Reservoir Dam Sediment Removal and Management Project: Devil's Gate Reservoir Dam played a key role in protecting communities from the San Gabriel Mountain wildfire sediment and debris washed down from storm events. However, LA River capacity is decreased and 650 parcels along the Arroyo Seco face increased flood risk. County will begin sediment removal in April 2019. The project will remove 1.7 million cubic yards of sediment in four years and create a 42-acre management area that will be maintained annually to help prevent the buildup of large amounts of sediment. The project will restore reservoir capacity for flood protection and will include invasive plant removal and extensive native landscape plantings. The LACFCD is working closely with oversight agencies for permits.
• **City of Los Angeles (Michael Affeldt, Deborah Weintraub, Shahram Kharaghani)**
  
  o BOE 6th Street PARC team is presently working on the 65% construction documents and the draft EIR.
  
  o Construction of the Albion Riverside Park is approximately 69% complete. Construction of surface improvements is on-going after implementation of underground water management components.
  
  o North Atwater Multi-Modal Bridge held its groundbreaking on May 14th; completion anticipated Fall 2019
  
  o Taylor Yard Bikeway/Pedestrian Bridge that connects the G2 parcel to the Elysian Valley west bank was awarded on June 27th to contractor Ortiz Enterprises. Construction to begin Summer 2018
  
  o These construction projects will have some impact on the LA River Bike Path for users to be aware. Detour routes will be posted to the public as they come about through www.lariver.org and LADOT.
  
  o On behalf of Metro, CH2M and Alta Planning have been selected as the lead designers for the Downtown Los Angeles Gap Closure Project of the LA River path.
  
  o Taylor Yard G2 River Park Project anticipates three preliminary design concepts and preliminary soil testing to the community in fall 2018.
  
  o LASAN is working on five projects with BOE for diverting dry low flows to the sewer treatment plant at Arroyo Seco Confluence.
  
• **US Army Corps of Engineers (Eric Nguyen)**
  
  o The Army Corps will remove 40,000 cubic feet of sediment in reaches 5C and 6A between Fletcher Drive to the 2 Freeway. The removal will take 30 to 120 days. Army Corps is working to obtain three right-of-entry permits from the City for Taylor Yard G2 and Bow Tie Parcel and with LADWP and requests any help to expedite the process
  
**Call for Projects for Future Meetings**
Ms. Weintraub announced applications for LARCC recommendation are due by July 19th for the next public LARCC meeting on *October 1st. The application can be found and submitted at www.lariver.org/rcc. Applications are accepted on a rolling basis. [*Please note the October LARCC has been cancelled. The next quarterly meeting will be held January 7, 2019.*]

**Next Meeting:**
The next LARCC meeting will be hosted by the County on Monday, January 7, 2019, from 1:00 – 3:00 pm, LA County Department of Public Works, 900 S. Fremont Avenue, Alhambra, CA 91803 (Room TBC).

**Closing Comments**
Deborah Weintraub thanked all Committee members and attendees for their participation and adjourned the meeting.