OS ANGELES RIVER
COOPERATION COMMITTEE

MEETING SUMMARY

July 1, 2019

Los Angeles County Public Works Headquarters
900 S. Fremont Ave, Conference Room A
Alhambra, CA 91803

<table>
<thead>
<tr>
<th>Committee Attendees</th>
<th>Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sree Kumar (for Co-Chair, Daniel Lafferty)</td>
<td>Los Angeles County Flood Control District (LACFCD)</td>
</tr>
<tr>
<td>Michael Affeldt (for Co-Chair, Gary Lee Moore)</td>
<td>City of Los Angeles, Bureau of Public Works, Bureau of Engineering (BOE)</td>
</tr>
<tr>
<td>David Van Dorpe</td>
<td>United States Army Corps of Engineers (USACE), Los Angeles District</td>
</tr>
<tr>
<td>Kecia Washington</td>
<td>City of Los Angeles, Department of Water and Power (LADWP)</td>
</tr>
<tr>
<td>Shahram Kharaghani</td>
<td>City of Los Angeles, Department of Public Works, Bureau of Sanitation (LASAN)</td>
</tr>
<tr>
<td>Cathie Santo Domingo</td>
<td>City of Los Angeles, Department of Recreation and Parks (RAP)</td>
</tr>
<tr>
<td>Carolina Hernandez</td>
<td>Los Angeles County Flood Control District (LACFCD)</td>
</tr>
<tr>
<td>Steve Sheridan</td>
<td>Los Angeles County Flood Control District (LACFCD)</td>
</tr>
<tr>
<td>Iraj Nasseri</td>
<td>Los Angeles County Flood Control District (LACFCD)</td>
</tr>
</tbody>
</table>

Welcome and Introductions
Sree Kumar, Assistant Deputy Director, welcomed the members of the committee and attendees.

Public Comments
No public comments.

Approval of July 9, 2018 Meeting Summary
Meeting summary approved.

Items for the Committee’s Consideration and Recommendation

Link Union Station (Link US) Project
Los Angeles County Metropolitan Transportation Authority – Metro (Vincent Chio)

Mr. Chio provided an overview of the project. The Metro Union Station which was built in 1939 accommodates Amtrak trains, Metro rail systems including subway red, purple, and gold lines, and buses. The Link Union Station Project will transform the station into a vibrant transportation hub by converting it from a stop end to a through station and a new modified expanded passageway including retail amenities. To become a through station, the tracks will need to be extended over the 101 Freeway. There are track extension plans for the south of the 101 Freeway that will eventually connect to the main line track on the west bank of the LA River. The Draft EIR was circulated for public review in January 2019, and the Metro Board approved the Final EIR on June 27, 2019. Run through tracks will be able to accommodate future high-speed rails. The railroad tracks and signal equipment will be modernized at the railroad throat, where the trains come into the stations. An additional track will be added to the five existing tracks. Multiple changes were made to the project scope from the draft EIR to the final EIR which include: removed consideration of above grade passenger concourse, removed the loop track to the north, and established that the station must be lifted 15 feet for the expanded passageway to be built. Metro has selected Concourse Option 3 which has a width of 140 feet with an estimated cost of $2.3 billion. There is an opportunity to provide connectivity between this project and the LA River Path Project at the intersection of Commercial St. and Center St. Part of the Link US Project plan is to add a new East-West commercial street (Class 2 or Class 4) bike ways. The project team is working on funding options for a dedicated bike bridge across the 101 Freeway. Metro is
looking into several projects such as the Forecourt and 1st/Central Projects to improve pedestrian and bicycle connectivity to the Union Station.

The project has had extensive agency/stakeholder meetings and community outreach, especially with the community of Little Tokyo. This project will be constructed in two phases. Phase A will include the run-through tracks and rail communication and signals that will enable commuter and intercity rail trains (Metrolink and Amtrak) to realize early benefits with an interim two-track run-through configuration at Union Station and improvements on Commercial St. This phase will cost a total of $950M, where $423M will be funded by State Proposition 1A, $398M by the Transit and Intercity Rail Capital Program, and the remainder will be funded through other funding mechanisms. Phase B includes new lead tracks, new modified expanded passageway, raising of the train yard, new platforms with up to 8 run-through tracks including accommodating one platform and two tracks for HSR. This construction of this phase is estimated to be $1.35B. Metro is actively exploring funding options for phase B.

Summary of Questions and Comments:

- Ms. Washington asked about the funding from the State for the high-speed rail and if Metro has a plan B if the State funding falls through.
  - Mr. Chio responded that the funding has been committed to Metro on several occasions. The $423M is part of the $500M that the Senate appropriated back in 2012 for Southern California MOU Projects. Metro believes the funding is fairly secured. A Plan B hasn’t been identified, but Metro hopes it can secure the money by October 2019.
- Mr. Affeldt asked if active transportation improvements are included in the existing funding. Secondly, he asked whether there are opportunities to design fully protected bike paths to provide greater continuity to the LA River Path.
  - Mr. Chio confirmed identified funding may be applied for active transportation. Mr. Chio also acknowledged the need for protected bike paths and directed the Committee to renderings showing the proposed protected facilities. Metro is evaluating the best options to design these paths as Class 4 facilities.
- Mr. Van Dorpe asked what improvements could be done along the Los Angeles River. Will there be an elevation change to track beds? Secondly, he asked if there are any plans for the area within the impacted properties acquired.
  - Mr. Chio clarified there will be a need to get the path over the tracks and land on the River corridor. There is enough flexibility for the two Metro projects to tie together so that the elevational change between the street level and outside the railroad tracks is accommodated. Mr. Chio also mentioned there will be buildings that need to be demolished. Metro’s Transit-Oriented Community group will be evaluating options to develop the acquired parcels for the benefit of the community.
- Mr. Kumar inquired about the timeline for design and construction of the project.
  - Mr. Chio informed the committee the desire to accelerate the construction phase by considering Design-Build or Construction Manager General Contractor (CM/GC) project delivery. Furthermore, since the CEQA for the project has been completed, right-of-way discussions, which typically take around two years are underway. Following that, the project will proceed with the construction contract.
- Ms. Washington asked whether affected properties that need to be demolished are currently occupied and if there have been any communications with those property owners regarding the path forward. Also, if Metro has a policy on gentrification for post-construction impacts.
  - Mr. Chio clarified that those issues are beyond the realm of his department. Metro’s County-wide Planning Team will address those issues per Metro’s established policies. The dialogues with the property owners will be initiated soon once the project moves into the implementation phase.
- Ms. Washington had a followed question on how much of the affected parcels are in the “Opportunity Zones,” per the EIR.
  - Mr. Chio answered that he would get back to Ms. Washington for an answer to this question.
- Mr. Kharaghani asked if there are any water quality improvements as part of this development.
  - Mr. Chio responded that Metro has a sustainability policy that requires the project to improve the existing situation, so the project team is looking at cisterns at the station for capture and reuse of stormwater. Metro is working with the City of Los Angeles BOE on water quality issues.
Committee Action: **Recommended**

**Items for the Committee’s Information**

**LA River Path Project**  
**Los Angeles County Metropolitan Transportation Authority – Metro (Lauren Cencic)**

Ms. Cencic provided an overview of the project. The Los Angeles River Path Project is an 8-mile bicycle and pedestrian shared use path between Elysian Valley and Maywood. This project will close an existing gap in the LA River path. This project is funded up to $365M with Measure M funding. Community-driven project goals include: creating a path that promotes mobility, establishing an active transportation corridor within the whole LA area, incorporating access equity into the project, and addressing safety concerns and user experience. This project is still early in the planning process and in its conceptual design phase. The next step is to start the environmental phase of the project in Fall 2019. The first phase of the project focused on listening to the community and conducting outreach to understand what this path should look like in the future. The community input will be used to identify three potential alternatives for the path to be advanced into the environmental phase of the project. Concurrently, the team will continue to refine the designs and pursue the necessary U.S. Army Corps of Engineers 404 and 408 Permits. Phase one of the project also analyzed existing conditions to identify critical items such as hazardous materials, historic buildings, and hydraulics of the LA River. The existing conditions analysis helped formulate feasible options along the 8 miles. Community engagement played a crucial role in determining alternatives and project goals. Over 2,000 people participated at pop-up events, over 3,000 people participated in online surveys, nine community meetings were held, and the project was presented to many stakeholders and neighborhood councils. Through the outreach, the project team learned that the preferred North access point to be the LA State Historic Park, the Central access point to be 1st St West (near the Union Station), and the South access point to be Washington Blvd (relatively close to Metro Blue Line). Four path types were shared with the community: top of bank/cantilevered, elevated, bottom of channel, and incised. Top of bank and incised options were the preferred choice because it was a path that could still be used in the rain and provided better opportunities for security, lighting, and art. The alternatives will use a combination of the four path types and were developed based on feasibility and community input. Alternative A proposes 6 river crossings with 10 access points and is 52% on top of bank, 13% elevated, and the remaining 35% is incised. Alternative B proposes 7 river crossings with 12 access points and is 45% is incised and remaining are split between top of bank and elevated. Alternative C proposes 7 river crosses with 11 access points and is almost equally divided between incised, elevated, and top of bank on both sides of the river. The project will go before the Metro Board in Fall 2019 to get authorization to proceed with the environmental phase of the project.

Summary of Questions and Comments:

- **Ms. Washington asked about access to parking and amenities such as restrooms and charging stations.**
  - Ms. Cencic responded that additional parking is not part of the project at this point. Instead, Metro is going to make sure the access points will be at locations where people need to go, for example, at parks where parking currently exists. Washington Blvd and Union Station are crucial access points, so pedestrians have ways to get on to the path without biking from their homes. In terms of amenities, they have not been designed yet, but facilities such as restrooms and cell phone charging stations may be a little bit on the higher end for the scope of this project. However, Metro will continue discussions with other agencies to develop those ideas within the next 2-3 years.

- **Mr. Sheridan asked for clarification that this project is not a dedicated bike path and is meant as a multi-use path.** He followed up by asking if Metro sees any conflicts between different users of the path.
  - Ms. Cencic responded that through all the outreach that was done, they have found that there’s going to be a mixed use of the path. Surveys indicated that around 25% of the people would be using the path for commuting purposes and a large portion for recreation purposes. She emphasized that the project team is cognizant of risk and conflicts of different users which could be minimized by design consideration such as making the path wider (between 14 to 20 feet) than the existing 12 feet or even separate uses in high demand stretches where right-of-way is available.

- **Mr. Van Dorpe suggested a 2-year timeline to be allocated to secure Corps’ 404 and 408 Permits and asked if a NEPA document will be completed as part of the EIR preparation.**
Ms. Cencic responded that Metro has had preliminary discussions with the Corps and was advised to use CEQA to narrow down the alternatives and complete a focused NEPA document subsequently. Metro will be using its 214 Agreement with the Corps to expedite the permitting process.

- Mr. Van Dorpe followed by saying that the Corps viewpoint is always public safety, flood risk, and operability of the channel when reviewing the permit applications. He is glad to see that the project team is aware of the challenges of mixed-use between pedestrian, bicyclist, etc. Additionally, the team should consider occasional maintenance vehicle access. He reiterated that for those alternatives such as incise path; the Corps will be looking at hydraulic modeling of those options and piers that are reaching in the channel to make sure they won’t have negative impact on flood risk. Mr. Van Dorpe also suggested the project to be coordinated with the LA River Ecosystem Restoration effort by the Corps.

- Ms. Santo Domingo asked if any studies or surveys have been done regarding parking since the implementation of a project like this would create a parking challenge for park users and the communities in which these parks are located.
  - Ms. Cencic responded that there will be more demand analysis and that the team is very aware of making sure that the project is not taking over a lot of valuable scenic land next to the Los Angeles River to build parking lots.

- Mr. Affeldt asked about the timing for when the project’s preferred alternatives will be determined since the committee would be interested in endorsing this project in the future.
  - Ms. Cencic responded by saying that it will be in a year and a half to two years from now until the single alternative is selected. She suggested that the committee may provide input before then.

- Mr. Kharaghani encouraged the team to consider any water quality opportunities as part of this project.

Taylor Yard G2 River Park Project
City of Los Angeles, Bureau of Engineering (Katie Doherty)

Ms. Doherty provided an overview of the project. The Taylor Yard G2 River Park Project is in Northeast Los Angeles. The parcel North West of the site, G1 Bowtie Parcel is owned by the State. The parcel North East to the site, Rio de Los Angeles State Park is owned by the State and operated by the City. The total acreage of these parcels would be roughly 100 acres of potential open space. The G2 parcel is the crown jewel of the 2007 LA River Revitalization Master Plan. The City purchased the G2 parcel in March 2017 and planning began in Fall 2017. The site opportunities are tremendous; it is near downtown Los Angeles, adjacent to Rio de Los Angeles State Park, the Bowtie Parcel, and the Sotomayor Learning Academy. The City is currently constructing a pedestrian bridge which will connect Elysian Valley to the Taylor Yard G2 on the East Side of the LA River. The project has evolved from 2 to 4 project elements to make the construction more manageable and implementable over time. The first phase is the Habitat View Platform Project that is scheduled to open by Spring 2020; it is a viewing platform at the entrance to the park. The second phase is the Vista del Rio Project, which includes targeted remediation, area for public events, and river activation. The next phase is a Water Quality and Park Improvements Project that has a 5-year timeline to complete additional remediation, stormwater quality improvement feature, youth activities, and training opportunities. Lastly, full buildout of the project is a 10-year timeline that includes full remediation, habitat, and recreation. Ms. Doherty presented the rendering of the Habitat Viewing Platform Project that was shared publicly on June 28th, 2019. The project is comprised of a berm that will be constructed by imported soil to create half an acre of usable space enclosed by tunnels to guide public access. Ms. Doherty stated that there are three conceptual design alternatives for the full site: The Island, Soft Edge, and The Yards.

The Island is to function as an ecologic preserved area and has stormwater quality features. This alternative includes an elevated bridge above flood level, which can be closed during storms. The inside of the channel that runs through the site will be armored with river steps. The excess dirt generated from the excavation of the channel could be used to build a large hill on the south side of the site. The Soft Edge also contains a stormwater feature located on the second level of the terraced river’s edge, which will be floodable. The buildings are located at the entrance, and the hill feature can be seen on the other end. This design has the largest area of green space located in the middle. The Yards main feature is the roundhouse in the middle that has walkways connecting it to different features on the site. The river’s edge will remain the same. The stormwater feature is on the northern side. The buildings are located towards the south side. The three alternatives share similar elements such as stormwater features and 4.5-acres of build space for community use. Ms. Doherty stated that they have not selected an alternative yet and that they are looking into partnering with neighboring parcels to the north and east, State Parks.
and MRCA to have a cohesive 100-acre of open space.

Summary of Questions and Comments:

- Ms. Hernandez acknowledged the coordination between the City and the County regarding this project and informed the audience that this project has the potential to address a lot of the needs such as ecosystem restoration and open space that were identified through the County’s LA River Master Plan Update process.
- Mr. Kharaghani asked for confirmation that the City has a plan for potential methane or other gases that may be encountered at the site.
  - Ms. Doherty responded by saying that the City is looking into it and will have a plan.

Los Angeles River Ranger Program Plan
Mountains Recreation and Conservation Authority (Sarah Rascon & Marybeth Vergara)

Ms. Rascon and Ms. Vergara provided an overview of this program. Ms. Vergara talked about recent investments and discussions around the LA River topic over the past 30-40 years including planning efforts, implemented projects, funding for further improvements, and a growing need for collaborative efforts specifically as it pertains to public safety, education, and resource improvements. Legislation AB 1558 was introduced by Cristina Garcia in 2017 towards the end of the planning effort for the Lower LA River Revitalization Plan. The idea was that along with improvements along the LA River, there is a need for constant presence of rangers to ensure public safety. This idea was established under AB 1558 (the LA River Ranger Program) which required the development of a network of river rangers along the 51 miles of the LA River and its tributaries. The legislation specifically called for collaboration between the Rivers and Mountains Conservancy, Santa Monica Mountains Conservancy, Department of Parks and Recreation, California Conservation Corps, and State Lands Commission. This program was virtually a directive from a State Assembly Bill which delegated the task State agencies for implementation. Some of the goals of that legislation are improving public safety for visitors, protecting parks and open spaces, engaging communities, protection and preservation of the river, and providing equitable access through communities. Ms. Vergara gave an overview of the Lower LA River Revitalization Plan (AB 530), which was completed a couple of years ago and identified 155 projects for the lower LA River. The River Ranger Program is being developed in two phases with input from a steering committee including RMC, WCA, SMMC, MRCA, Los Angeles County Public Works, State Department of Parks and Recreation, Office of Assemblymember Cristina Garcia, Office of Assembly Speaker Anthony Rendon, and the consultant Place Works. The first phase was to build a consensus around the program description. This phase included public outreach and stakeholder engagement, program and services inventory, background research, case studies, and program description of the framework to meet the intent of AB1558. Phase one was completed between March to June 2018. The second phase was additional outreach as well as identification of a pilot program development. The results from public outreach from a diverse age range indicated that people sparingly visit the river mostly for walking and passive recreation purposes. The surveys also demonstrated that safety concerns, trash, water quality, and maintenance were main issues and the expectation of the community for the role of the River Rangers are to provide safety and care for natural resources. The river and its tributaries run through 22 cities within the County. To have meaningful public outreach, the team partnered with local organizations to gather input from the communities via surveys. The team coordinated with cities, county, and other agencies to establish a Mission Statement for the River Range Program. This effort resulted in 5 guiding principles including Resource Management and Maintenance, Recreation and Interpretation/Educational Programs, Outreach and Engagement, Public Safety, and Administration and Coordination. These guiding principles turned into roles that could be fulfilled by the River Ranger Program Plan which consists of a 5-tiered structure approach where you have Sworn Peace Officer Ranger, River Safety & Maintenance Specialist, Interpretive & Recreation Specialist, and River Stewards which could do Resource Management/Maintenance and Interpretive services. The Sworn Peace Officer Ranger need to have minimum standards and certifications to be a part of the program and can perform the duties of the 5 services identified in the program. There are three governance models recommended under this plan, including cooperating entities (i.e. JPA), regional/municipal agency (internal staff), or a hybrid of the two. The team developed a recommendation for initial implementation of the program, called REACH Zones which stands for River, Education, Adventure, Community, and Habitat. These are approximately 3-mile zones which can fill the role of a River Rangers. Each REACH Zone has seven staffing criteria, with an estimated annual operation cost of roughly $2M. MRCA is recommending 2 Zones in the Upper and 2 Zones in the Lower LA River. The next steps are to determine Zone locations, establishing a governance structure, advisory committee, and a dedicated source of funding. This program can also offer volunteer and workforce development
opportunities for communities.

Summary of Questions and Comments:

- Mr. Kumar asked if maintenance, for example picking up trash, weed abatement, etc. along the banks and in the river, will be included in the scope of Rangers’ work.
  - Ms. Rascon responded by saying that the Ranger Program will be implemented “fence-line to fence-line” and adjacent parks. Ms. Vergara added that it could be done through partnerships with the agencies that are already doing those tasks.
- Ms. Washington asked if there will be an option for utility companies such as LADWP or Edison to handle brush clearance around electrical towers and protect them against vandalism through this program.
  - Ms. Rascon responded by stating that the team has met with LADWP and Edison to inform them about the plan and how the River Ranger role may offset the security needs utility agencies may have on their respective easements. It will really depend on the reach zones and where the utilities are in relation to that. There have been meetings with other agencies discussing this issue as well as the homelessness that is seen on the river.
- Mr. Affeldt asked where this plan stands with the State Legislature who initiated the process. He also asked when the pilot reach zones would be identified.
  - Ms. Vergara responded by saying that this plan was submitted to the Senate Committee and Assembly Committee of Parks and Wildlife and their respective chairs. They are having informal discussions with the author of the legislation to make sure there is potential for the implementation and funding. They are continuing to meet with key cities that may potentially host a reach zone. Ms. Rascon added that the team will be briefing the assembly members and state senators along the LA River so that they start a reach zone in their jurisdictions.
  - Ms. Rascon responded to the pilot zones question by saying that it depends on the funding and who is willing to contribute funding.
- Mr. Sheridan asked for an elaboration on the homelessness outreach and the interaction between the Rangers and people experiencing homelessness within channel rights-of-way.
  - Ms. Vergara responded by saying the Los Angeles Homeless Services Authority (LAHSA) has been involved in the stakeholder committee meetings. She added that this team is aware that homelessness is an important issue within channel rights-of-way. The plan recognizes that LAHSA would be the most qualified entity to address the issue but of course with coordination with other programs established regarding homelessness. She added that by the “eyes on the river” concept and more frequent intended use of the river, there may be a chance to lower the encampments along the river. Ms. Rascon added that the River Team patrols the river once every 5 weeks, which is not enough to visit the different stretches of the LA River. The Rangers can be trained based on LAHSA standards to continue outreach more frequently with people experiencing homelessness.
- Ms. Hernandez asked what kind of commitment the team would be anticipating from municipalities for them to see the benefit of the program, assuming funding and reach zones are secured and identified.
  - Ms. Vergara responded by saying that if a reach zone had been established, it would at least take 1-2 years for a pilot program in Summer and Fall to get a good understanding of the benefits of the program. Ms. Rascon added that governance is the biggest unknown and has a significant impact on the longevity of the program.
- Mr. Kumar asked how many hours a day is this program designed for.
  - The estimates are based on staffing from sunrise to sunset, but Rangers are available 24 hours a day for emergency response.
Los Angeles County Flood Control District (Genevieve Osmena)

- Post-storm Season Report
  - From October 1, 2018, through May 31, 2019, the stormwater capture for the San Fernando Basin facilities (Branford, Hansen, Lopez, Pacoima, Tujunga Wash) was 43,500 acre-feet, and for the entire District, it was 232,000 acre-feet. For debris removal, in the West Maintenance Area, approximately 3,500 cubic yards from rail and timber facilities at La Sierra and Triunfo Canyon were removed. In the South Maintenance Area, approximately 46,700 cubic yards from rail and timber and storm drains at Trancas Canyon, City of Malibu area were removed.

- Los Angeles River Master Plan Update
  - Since the last update in July 2018, the team has completed extensive data gathering and technical analyses to identify needs, gaps, and opportunities along the river. The Plan has a robust community outreach, including a unique community partnership program to engage communities in the process. So far, ten out of twelve community meetings were held; two more are planned in the Fall. The 6th Steering Committee meeting consists of 40+ technical experts was held on June 27, 19. Through this process, the team developed 9 goals to address water, environment, and social needs and continue to refine the goals which also have actions and methods associated with them. The team also completed the identification of preliminary project opportunity sites that we'll be getting feedback on from the cities, Steering Committee, and Subcommittee. The team is initiating the update to the design guidelines for the Master Plan. The next Steering Committee meeting will be held on September 25th here at Public Works, and these meetings are open to the public. The draft will be ready for public review by the Summer of 2020.

City of Los Angeles – Bureau of Engineering (Michael Affeldt)

- Mr. Affeldt provided an update on recent projects/efforts by the city:
  - The Albion Riverside Park had its grand opening back in April.
  - City’s Department of Transportation has awarded the construction contract for the Headwaters Bike Path in the Canoga Park area.
  - The City was awarded $18M in State Active Transportation Program (ATP) grant funding to build a 3-mile section of the LA River bike path through Reseda area from Vanalden Ave. to Balboa Blvd.
  - The City celebrated the groundbreaking for the Taylor Yard Bridge.
  - The North Atwater Bridge is under construction for about a year and is anticipated to be completed by the end of the year/early next year.
  - The City is looking forward to working with the Army Corps as the Ecosystem Restoration Plan was accepted as a project to be considered for innovative public-private partnership (P3) project delivery method to expedite the implementation of projects.

US Army Corps of Engineers (David Van Dorpe)

- The P3 method is an excellent opportunity to realize the restoration projects of the Ecosystem Plan. In coming months, the Corps’ Headquarters team will be meeting with the City and other stakeholders to see how the plan can be further developed and eventually work on an agreement to embark on design and implementation of these projects.
- The LA River Restoration Study is done. The Corps is working on the design phase and received $400,000, which is not the optimum funding and has slowed down the process. The Corps is hoping to get more funding in the fiscal year 2020 to continue this effort. The focus of the design is near the Union Station along the side of the river, which is looking at concrete slope removal and constructing vegetated terraces.
- The Corps is excited to announce its Ranger Program. The Corps just hired three Rangers that will be covering all the LA County and Santa Ana facilities.
- The Corps is conducting a disposition study in partnership with LA County. The Study will begin in the fiscal year 2020, which will be in October 2019. The Study will look at channels and drainage areas that the Corps maintains in the LA County Drainage Area to determine the feasibility of turning over those facilities to other entities to operate and maintain.
Call for Projects for Future Meetings

Mr. Kumar announced applications for LARCC recommendation are due by July 15th for the next public LARCC meeting on October 7th. The application can be found and submitted at www.lariver.org/rcc. Applications are accepted on a rolling basis.

Next Meeting:
The next LARCC meeting will be hosted by the City on Monday, October 7, 2019, from 1:00 – 3:00 pm, at the City Hall, 200 North Spring Street, Los Angeles, CA 90012 (Room TBC).

Closing Comments
Sree Kumar thanked all Committee members and attendees for their participation and adjourned the meeting.