

6.0 CLARIFICATIONS AND MODIFICATIONS

The following clarifications and modifications are intended to update the Draft EIR in response to the comments received during the public review period. These changes constitute the Final EIR, to be presented to the CDPR for certification and project approval. None of the changes to the Draft EIR would require recirculation of the EIR. Revisions made to the EIR have not resulted in new significant impacts or mitigation measures, nor has the severity of an impact increased. None of the CEQA criteria for recirculation have been met, and recirculation of the EIR is not warranted.

The changes to the Draft EIR are listed by section, page number, and paragraph number if applicable. Text which has been removed is shown with a strikethrough line, while text that has been added is shown as underlined. All of the changes described in this section have also been made in the corresponding Final EIR sections. Please refer to Chapter 7, Response to Comments, for referenced comment letters and corresponding comments.

Final EIR Clarification/Revision
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2-5 *In response to Comment 6-3, Section 2.1.4, Project Benefits, has been added to Chapter 2, Project Description, of the Final EIR as follows:*

2.1.4 PROJECT BENEFITS

The proposed project would construct a public park in a largely minority and lower income neighborhood of Los Angeles. The proposed project would result in the following additional benefits:

- Increased access to open and green space in a park deprived area of Los Angeles
- Increased educational environment and outdoor educational opportunities
- Improve habitat protection
- Display cultural, historic and public art resources
- Generate job and economic opportunities
- Increased human health benefits of recreation

The LASHP would provide benefits to help alleviate disparities in park access and health for residents of the surrounding communities, as well as the broader Los Angeles area. Los Angeles is one of the most disadvantaged areas statewide and nationally in terms of access to parks and open space for children and people of color. Latinos and African-Americans, for example, are 12 to 15 times more likely to have less park acreage per capita when compared

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to non-Hispanic whites.¹

The National Park Service (NPS) recently published the report *Healthy Parks Healthy People U.S. (HP/HP Report)*. NPS explicitly recognizes that "[p]eople of color and low income populations still face disparities regarding health and access to parks." According to NPS, "in regard to obesity, 36 percent of black and 35 percent of Hispanic high school students nationwide are overweight or obese, while 24 percent of non-Hispanic white high school students suffer from these conditions."² As NPS notes, the World Health Organization defines health as "a state of complete physical, mental and social well-being and not merely the absence of disease or infirmity."³ NPS emphasizes the role that park agencies play to alleviate these disparities and promote public health through park access.

Decades of evidence-based social science research show that parks and recreation promote diverse values, including human health.⁴ Parks may contribute to physical health, improve psychological well-being, encourage social cohesion, offer alternatives to at risk behavior including gangs and drugs, provide places to celebrate cultural diversity, and inspire a spiritual connection with nature.⁵

A study by the United States Centers for Disease Control and Prevention found that Americans living closer to parks are more likely to exercise regularly, leading to weight loss, increased energy, and better overall health.⁶ People in low-income areas in Los Angeles who live within one mile of a park visited that park four times more frequently and exercised 38p percent more than people who lived more than one mile away.⁷

¹ For background and primary analysis of the public health benefits of Los Angeles State Historic Park and park space in Southern California see Andrea Misako Azuma & Robert Gottlieb, et al., *Connecting The Parks to the Community and the Community to the Parks: A Community, Economic, and Environmental Assessment of the Los Angeles State Historic Park (Cornfield) and Rio de Los Angeles State Park (Taylor Yard)*, A Report to California State Parks and the California Coastal Conservancy, Urban & Environmental Policy Institute at Occidental College (2006), Los Angeles, California; Robert García & Seth Strongin, *Healthy Parks, Schools and Communities: Mapping Green Access and Equity for Southern California*, The City Project (2011), available at <http://www.cityprojectca.org/greenjustice>; C. Sister, J.P. Wilson, and J. Wolch, *Green Visions Plan for 21st Century Southern California: Access to Parks and Park Facilities in the Green Visions Plan Region 17* (2008), University of Southern California GIS Research Laboratory and Center for Sustainable Cities, Los Angeles, California.

² *HP/HP Report* at 4. See Trust for America's Health and Robert Wood Johnson Foundation, (2011), *F as in Fat: How Obesity Threatens America's Future*, available online at: <http://healthyamericans.org/report/88>.

³ *HP/HP Report* at 8, citing Preamble to the Constitution of the World Health Organization as adopted by the International Health Conference, New York, 19 June - 22 July 1946; signed on 22 July 1946 by the representatives of 61 States (Official Records of the World Health Organization, no. 2, p. 100) and entered into force on 7 April 1948. See WHO FAQ at www.who.int/suggestions/faq/en/index.html.

⁴ Richard J. Jackson and Stacy Sinclair, *Designing Healthy Communities* (2011), available online at: <http://designinghealthycommunities.org>. (Richard J. Jackson et al. *Creating a Healthy Environment: The Impact of the Built Environment on Public Health*).

⁵ Robert García & Seth Strongin, *Healthy Parks, Schools and Communities: Mapping Green Access and Equity for Southern California*, The City Project (2011), <http://www.cityprojectca.org/greenjustice>

⁶ U.S. Centers for Disease Control and Prevention (2001), *Increasing Physical Activity: A Report on Recommendations of the Task Force on Community Preventive Services ("Increasing Physical Activity")*, available on the web at www.cdc.gov/mmwr/preview/mmwrhtml/rr5018a1.htm.

⁷ Deborah A. Cohen, Thomas L. McKenzie, Amber Sehgal, Stephanie Williamson, Daniela Golinelli, & Nicole Lurie, *Contribution of Public Parks to Physical Activity*, 97 *American Journal of Public Health* 509-14 (2007).

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The California Center for Public Health Advocacy analyzed the 2004 California Physical Fitness Test of 5th, 7th, and 9th graders. The analysis shows that among students in Los Angeles County, 31 percent are overweight. Overweight children face a greater risk of developing many health problems during childhood, including Type 2 diabetes, high blood pressure, asthma, orthopedic problems, gallstones, low self-esteem, poor body image, and depression. Overweight children are more likely to be obese as adults, putting them at a much higher risk for heart disease, cancer, stroke and diabetes later in life.⁸

LASHP has great potential to meet some of the demand for new parks and recreation facilities, with equitable distribution and access. At present, families living near the project site lack adequate recreational facilities that they can walk to. The LASHP would increase opportunities for physical activity in an area that is presently underserved and has a high youth density. The human health benefits of recreation, such as reducing obesity, diabetes, and other diseases, is well documented in the *Los Angeles River Revitalization Master Plan*, which includes LASHP, and in Azuma and Gottlieb et al., *Connecting the Parks to the Community and the Community to Parks: A Community, Economic, and Environmental Assessment of the Los Angeles State Historic Park (Cornfield) and Rio de Los Angeles State Park (Taylor Yard)*.⁹

3.4-4 *In response to Comment 6-2, Table 3.4-1, Selected Timeline of the Development of Project Site, has been modified to include additional historical information as follows:*

**TABLE 3.4-1
SELECTED-TIMELINE OF THE DEVELOPMENT OF PROJECT SITE AND SURROUNDING AREA**

Date	Event
10,000 BP	<u>Ancestors of the Gabrielino-Tongva people begin occupying the entire Los Angeles basin. The Gabrielino-Tongva people were one of the prosperous and successful of California Native American cultural groups with a complex social system and highly adaptive culture.</u>
1540	<u>Europeans first documented contact with Southern California Native Americans.</u>
1769	<u>Spain's Portolá expedition of 64 men fords river and marches through the current project site and the Tongva-Gabrielino village of Yaanga, one of 40 to 60 villages in the region, in August. The expedition notes the value of the river to creating agricultural settlement in the area.</u>
1781	<u>Governor Felipe de Neve and a party of 11 families of 44 men, women, and children (many of African, European, and Native American descent) found the pueblo of Los Angeles near the present-day Plaza. The current project site is part of the pueblo lands as communal planting lands (known as suertes). Spanish Colonial government establishes Pueblo de Los Angeles (project site is part of communal planting areas of pueblo). Zanja Madre (Mother Ditch), is the first water conveyance system to bring water from the main irrigation ditch connecting Los Angeles River, across the bluff currently on the west side of the Gold Line, to the plaza, is later constructed against bluff to the west of the project site.</u>

⁸ California Center for Public Health Advocacy, *Overweight Children in California Counties & Communities, 2004: Los Angeles County* (2006), available at [http://www.publichealthadvocacy.org/county/Los Angeles Fact Sheet.pdf](http://www.publichealthadvocacy.org/county/Los_Angeles_Fact_Sheet.pdf).

⁹ *Los Angeles River Revitalization Master Plan* at 5-26; Richard J. Jackson et al., *Creating a Healthy Environment: The Impact of the Built Environment on Public Health*. Similarly, the Los Angeles River Task Force pursuant to a city council resolution published a report that addresses the equitable need for physical activity and park space. *See Los Angeles River Access and Use: Balancing Equitable Actions with Responsible Stewardship* (2009). CITE: Azuma and Gottlieb et al., (2006).

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<u>1793</u>	<u>Francisco Reyes becomes first mulatto (Afro-Mexican) alcalde (mayor/justice of the peace) of the Pueblo de Los Angeles almost 200 years prior to the first elected African-American mayor, Tom Bradley.</u>
<u>1800</u>	<u>Population of the pueblo is 315.</u>
<u>1804</u>	<u>Earliest documentation of agricultural use of project site; later documentation indicates vineyards on project site</u>
<u>1815</u>	<u>Los Angeles River overflows its banks, causing much destruction and bringing the main channel along present-day Spring Street for nearly a decade.</u> The Los Angeles River also shifts the main channel along Ballona Creek to Santa Monica Bay.
<u>1817</u>	<u>Avila Family reportedly has vineyards on the south end of the current project site. The pueblo is reported to have over 53,000 grape vines under cultivation.</u>
<u>1818</u>	<u>Early plaza is moved southeast to its present location; Avila Adobe is built.</u>
<u>1820</u>	<u>Population of Los Angeles is recorded as 650.</u>
<u>1822</u>	<u>News arrives of Mexican Independence and end of Spanish Colonial rule in Alta California. This institutes a rise of Mexican Republicanism and an emphasis on representative government and private property. Mexican government legalizes trade with foreign vessels and institutes the “Rancho Era” in Alta California.</u>
<u>1823</u>	<u>Plaza church is completed and dedicated.</u>
<u>1825</u>	<u>Severe flood changes outlet of Los Angeles River from Santa Monica Bay to San Pedro Bay.</u>
<u>1830</u>	<u>Population of Los Angeles is 1,200 (including Native Americans).</u>
<u>1831</u>	<u>Mill along Zanja Madre A flour mill is constructed just adjacent to the southwest corner of the current project site and is powered with water from the Zanja Madre; later site of Capital Mill.</u>
<u>1832</u>	<u>Los Angeles resident Pio Pico is named interim governor for several months.</u>
<u>1835</u>	<u>Mexico elevates Los Angeles to status of <i>pueblo</i> (city), which briefly serves as capital of Alta California; its population of 1,650 people (including 600 Native Americans) is the largest civil community in the territory.</u>
<u>1843</u>	<u>Wealthy businessman rancho Abel Stearns reportedly purchases flour mill and south end of the current project site.</u>
<u>1845</u>	<u>Pio Pico is reestablished as governor of Alta California; territorial capitol again established in Los Angeles.</u>
<u>1846-1847</u>	<u>Mexican War breaks out; Lt. Archibald Gillespie and 50 U.S. marines occupy Fort Moore Hill, but are expelled by Californios; US forces reoccupy Los Angeles and Treaty of Cahuenga signed ending hostilities in California; area population is approximately 4,000.</u>
<u>1848</u>	<u>Treaty of Guadalupe-Hidalgo cedes California to the U.S.; military relocates Yaanga village to across the Los Angeles River.</u>
<u>1849</u>	<u>Pueblo lands are formally mapped at 28 square miles; Lt. Ord draws first official city survey (current project site is shown as agricultural use).</u>
<u>1850</u>	<u>California admitted to the Union; City of Los Angeles is incorporated; U.S. census counts 1,610 non-Native-American inhabitants in the City, including two Chinese men; county population is 3,530. A reported 10,000 Sonoran miners would travel through Los Angeles on their way to and from the gold fields in Northern California. Many of those that stayed settled just southwest of the current project site, giving rise to the area’s name of “Sonoratown” (later to become Chinatown).</u>
<u>1852</u>	<u>Heavy flood destroys homes, farms, orchards, and water works; Phineas Banning forms a stage and freight business between San Pedro and Los Angeles.</u>
<u>1853</u>	<u>Masonic Temple established on Main Street (currently designated a State Historic Landmark).</u>
<u>1854</u>	<u>City establishes a water overseer; first Jewish services held by Rabbi A.W. Edelman; new Chinese immigrants arrive.</u>
<u>1855</u>	<u>Los Angeles gripped by “race war”; strife between vigilantes and bandidos; Mayor Stephen C. Foster resigns to lead a lynching; Italian settler builds La Casa Pelanconi, the first brick home (future</u>

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	<u>Olvera Street); old flour mill opposite the southwest corner of the current project site is expanded by owner Abel Stearns.</u>
<u>1856</u>	<u>Biddy Mason, African-American woman from Mississippi, arrives in Los Angeles. After gaining her freedom in federal court, she will become a prominent civic leader and philanthropist of early American Los Angeles.</u>
<u>1857</u>	<u>Sheriff Barton is killed, vigilantes detain 52 Mexican Californians, execute 11; City authorizes water wheel to fill zanjas.</u>
<u>1858</u>	<u>Water wheel is completed on the present-day project site to capture water from the Zanja Madre and lift it to Buena Vista Street (present-day Broadway) pipes and eventually to the brick reservoir in the plaza.</u>
<u>1860</u>	<u>City's official population is 4,385; county population is 11,333.</u>
<u>1861</u>	<u>Telegraph connects Los Angeles and San Pedro; Christmas Eve storm and flood damages water wheel; it is repaired.</u>
<u>1862</u>	<u>Start of a severe drought that will effectively end the cattle industry and undermine the ranchero class.</u>
<u>1863</u>	<u>Smallpox epidemic kills many Gabrielinos; winter floods again destroy water works, including water wheel.</u>
<u>1864</u>	<u>Floods and drought devastate cattle industry; banks foreclose on rancheros.</u>
<u>1865</u>	<u>St. Vincent's College (now Loyola University) founded at Plaza.</u>
<u>1867</u>	<u>Prudent Beaudry buys Bunker Hill for \$51 and develops it for affluent Angelenos.</u>
<u>1868</u>	<u>Los Angeles water system starts using iron pipes.</u>
<u>1869</u>	<u>First rail line is completed linking Los Angeles and Wilmington; it runs along Alameda Street; old brick reservoir on the Plaza is removed; first bicycle appears on Los Angeles streets.</u>
<u>1870</u>	<u>Former Governor Pico opens Pico House, a fine multi-story hotel, at the Plaza; Merced Theater, with 400 seats, opens next door; city water system has 50 miles of zanjas; city population reaches 5,728, including 172 Chinese; county population is 15,309.</u>
<u>1871</u>	<u>U.S. starts initial improvements in Wilmington harbor; vicious vigilante mob massacres 19 Chinese, bringing nationwide notoriety to Los Angeles as a raw, frontier "cow-town".</u>
<u>1872</u>	<u>Voters approve referendum granting Southern Pacific Rail Road \$600,000 in cash, control over rail line to San Pedro, and 600 acres for a rail yard and rights-of-way (including the current project site), connecting Los Angeles to a transcontinental national rail network and undercutting San Diego's bid as a rail port. Southern Pacific hires journalist Charles Nordhoff to write <i>California for Health, Pleasure, and Residence</i>, selling Southern California as a place of agricultural riches, sunny skies, and healthy climate to lure wealthy travelers and settlers.</u>
<u>1873</u>	<u>Southern Pacific begins laying tracks from the new Los Angeles Junction , or "River Station" (the current project site), toward San Francisco; Chinese laborers blast a tunnel through mountains above San Fernando; first trolleys roll on Los Angeles streets.</u>
<u>1875</u>	<u>Pasadena is founded; Los Angeles and Independence Railroad begins running from downtown to the Santa Monica wharf; River Station is under construction and opens for first local passenger service. Initial River Station facilities for passengers, freight and shops are under construction at the project site</u>
<u>1876</u>	<u>Southern Pacific, headed by Leland Stanford, completes rail link between Los Angeles and San Francisco, through Soledad Canyon and Antelope Valley on September 5. Calvary cemetery still located on Buena Vista (present-day Broadway, at the current site of Cathedral High School).</u>
<u>1877</u>	<u>Southern Pacific arrival sparks land boom with ripple effects in Pasadena, El Monte, Pomona, and Long Beach; River Station and Pacific Hotel open for business; future water czar, William Mulholland, arrives in Los Angeles and works as a <i>zanjero</i>.</u>
<u>1878</u>	<u>Wolfskill family sends first shipment of oranges east via Southern Pacific and it arrives in St. Louis in good shape; this sparks a commercial agricultural boom for Southern California citrus.</u>

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1879	<u>River Station's new depot and original Pacific Hotel opens for business with its featured "parlor sitting room" and 25-minute meal service for through passengers; William N. Monroe, owner of Pacific Hotel, is elected to city council.</u>
1880	City population nearly doubles in 10 years, reaching 11,183; county population is 33,381. <u>Roundhouse and shops are in operation at River Station</u>
1881	<u>Southern Pacific completes southern route rail link with New Orleans via Yuma and Los Angeles; brick roundhouse is in operation at River Station</u>
1882	<u>First Los Angeles telephone is installed at River Station; first electric street lights are installed in downtown; U.S. Exclusion Act prevents further migration of Chinese to the U.S.</u>
1883	<u>Increased passenger service requires building of a new, larger depot and hotel with restaurant to accommodate the transcontinental rail traffic at River Station.</u>
1884	<u>Fire House No. 1 opens on the Plaza; Herman Levi and Jacob Loews' Capital Milling Company expands old Stearns mill on Spring Street.</u>
1885	<u>Santa Fe Railway completes second national rail line into Los Angeles, triggering the Boom of the Eighties, first major land boom in Southern California drawing thousands to live and invest.</u>
1886	<u>City establishes Elysian Park.</u>
1887	<u>Southern Pacific brings 120,000 "boomers" to Los Angeles; first electric streetcars begin running on Los Angeles streets; ranchos are subdivided, and \$100 million in real estate is sold this year; Sepulveda House hotel opens on Main Street.</u>
1888 - 1889	<u>Southern Pacific adds small buildings to River Station (from 1888 to 1894), filling the entire property but also opens demand and River Station's location on the "outskirts of town" pushes Southern Pacific to build the more elaborate Arcade Depot in 1889 on Alameda Street near 1st Street; cable cars run northward from downtown to River Station, crossing over the rail lines on viaduct spanning San Fernando Street (present-day Spring Street), and also out from downtown through Downey Street Bridge into fashionable Boyle Heights; Boom of the Eighties collapses, for passenger service and focuses River Station for freight and shops</u> <u>River Station is at its height of development with the depot/hotel, freight house, 26-stall roundhouse, 75-foot diameter turntable, coaling and wood house, full-set of maintenance shops, and most importantly for the citrus industry, a large icing facility. It served as Southern Pacific's headquarters for all passenger, freight, and regional maintenance operations. As such it regularly employed over 300 permanent employees who lived in the new residential and industrial neighborhoods surrounding the yard.</u>
1889	<u>Los Angeles Electric Railway Company extends trolley lines down Buena Vista Street and San Fernando Street (present-day Broadway and Spring Street, respectively).</u>
1890s 1894	<u>Semi-Tropic Homestead Company develops housing tract near River Station, and works with Southern Pacific to build a pedestrian bridge to span rail yard, linking it with worker housing in Sonoratown and Solano Canyon on to provide access from Buena Vista Street (present-day Broadway)</u>
1890	City population is 50,395; county population is 101,454; Garnier Building on Pico-Garnier Block is built especially for the Chinese Benevolent Society.
1892	<u>Oil is discovered in Los Angeles, begins oil boom. Standard Oil builds first refinery next to River Station between Baker and Spring Streets.</u>
1893	<u>Southern Pacific closes Pacific Hotel, converts the building to a freight office; Fruit Growers Exchange founded to partner with railroads in promoting oranges; economic depression; Los Angeles labor movement lead national crusade for Chinese exclusion; Chavez Ravine Arboretum established.</u>
1897 1897- 1904	<u>Southern Pacific begins and completes move of maintenance shop facilities from River Station to new, modern and expanded facility "General Shops Yard" in East Los Angeles (an area now known as in Lincoln Heights) to accommodate volume of freight operations. At this time, the shops, roundhouse, and turntable were dismantled and reconstructed at the new site. The old</u>

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	<u>foundations were then buried and graded flat for new rail (these are some of the archaeological features recently uncovered on the current project site). Freight yards were extended another 1,500 feet down and across Alameda, and several new shipping houses are built.</u>
	<u>An Angeleno builds an automobile at a cost of \$30,000.</u>
<u>1899</u>	<u>Massive “Free Harbor Jubilee” in San Pedro celebrates start of breakwater construction to create port for Los Angeles.</u>
<u>1902</u>	<u>Old River Station Depot and Pacific Hotel are removed from original site and incorporated into a new larger freight house on the south end of the property.</u>
<u>1903</u>	<u>Southern Pacific builds a new bridge over the Los Angeles River; Solano and Elysian reservoirs are built to store water; Henry E. Huntington begins streetcar “trolley” empire.</u>
<u>1904</u> <u>1904–</u> <u>1925</u>	<u>With much agricultural land in downtown subdivided and developed, City abandons zanjas. River Station serves as Southern Pacific’s main freight yard moving tens of thousands of freight cars monthly until the opening of the larger Taylor Yard two miles north of project site</u>
<u>1905</u>	<u>A third major railroad, the Los Angeles, San Pedro, and Salt Lake Railway (now known as the Union Pacific) arrives in Los Angeles; railroads have brought so many people that the City needs a new water supply; voters approve bond to build Los Angeles Aqueduct for Owens River water.</u>
<u>1908</u>	<u>Aqueduct construction begins that eventually replaces river water for domestic uses. Area around River Station out to river edge is the first area in the City zoned for manufacturing; officially Industrial District #1.</u>
<u>1910s</u>	<u>River Station is nerve center of Southern Pacific’s multi-million dollar freighting operations in Los Angeles. The River Station employed four to five hundred workers on around-the-clock shifts moving an estimated 85,000 freight cars through the yard per month, often blocking City streets surrounding the yard all day long.</u>
<u>1910</u>	<u>Mexican Revolution activates large emigration to U.S.; City population is 310,198; county population is 504,131.</u>
<u>1912</u>	<u>Presidential hopeful Theodore Roosevelt speaks at Shrine auditorium; Southwest Museum is built; community of Arroyo Seco is annexed to Los Angeles.</u>
<u>1913</u>	<u>Aqueduct from Owens Valley is completed, spurring additional urban development.</u>
<u>1914</u>	<u>Southern Pacific opens Central Railroad Station at northwest corner of Fifth Street and Central Avenues; closes Arcade Station; City completes new port facilities at San Pedro to benefit from the completion of Panama Canal.</u>
<u>1915</u>	<u>County, with 750,000 people, leads nation with 55,000 privately-owned automobiles; San Fernando Valley is annexed to Los Angeles.</u>
<u>1917</u>	<u>San Antonio Winery is founded in Lincoln Heights; Pio Pico Mansion in Whittier becomes first state-owned “historic monument” property in Southern California.</u>
<u>1920</u>	<u>Population of Southern California surpasses that of Northern California; Los Angeles population is 576,673; Southern California total 1,347,000, while San Francisco totals 506,676.</u>
<u>1925–</u> <u>1992</u>	<u>Taylor Yard is opened “out of town” to accommodate the immense volume of freight moving through the region; River Station is placed under this Southern Pacific jurisdiction; City population reaches 896,000; LAPD Academy opens in Elysian Park. River Station is used as a freight operations facility by Southern Pacific</u>
<u>1928</u>	<u>New City Hall is built on Spring Street, displacing a Mexican barrio; State Department of Parks and Recreation is established.</u>
<u>1929</u>	<u>San Pedro becomes leading U.S. harbor; blue ribbon committee unveils visionary Olmstead Brothers plan for preserving the natural cityscape.</u>
<u>1930</u>	<u>Olvera Street is dedicated as a historical site; Los Angeles is the fifth largest city in the nation, but leads in failed businesses; its population is 1,238,048; population of El Pueblo area and north includes Mexicans, Anglos, Chinese, Italians, French, Germans, and Japanese.</u>
	<u>The Olmstead Brothers and Bartholomew & Associates publish <i>Parks, Playgrounds and Beaches for</i></u>

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	<u>the Los Angeles Region, a visionary plan for a coherent and comprehensive web of open space, schools, and transportation, including park space in the project area, and the greening of the Los Angeles River.</u>
<u>1931</u>	<u>To reduce social service costs, County begins repatriating 12,600 Mexicans, many from Chavez Ravine.</u>
<u>1933</u>	<u>Old Chinatown is chosen as site for new Union Railroad Station. Relocation of the residents and businesses begins.</u>
<u>1935</u>	<u>River Station becomes a key station for Southern Pacific’s daily “Overnight” Coast Merchandise Express freight trains to San Francisco and Portland.</u>
<u>1937</u>	<u>Elysian Park landslide crashes onto Riverside Drive; flood destroys Dayton Avenue Bridge.</u>
<u>1938</u>	<u>City forcibly relocates Chinatown businesses to its present location (previously Sonoratown); deadly flood destroys Southern Pacific bridge built in 1903; “Frogtown” community near Taylor Yard is severely damaged. U.S. Army Engineers and County Flood Control begin process of encasing the Los Angeles River in concrete, creating the world’s most extensive flood control basin.</u>
<u>1939</u>	<u>Union Station opens with festive three-day celebration.</u>
<u>1940</u>	<u>Coming War Boom pushes Los Angeles population to 1,504,227. Six-mile Arroyo Seco Parkway (present-day Pasadena Freeway) is completed; U.S. builds Naval and Marine Corps Armory on Stadium Way.</u>
<u>1942</u>	<u>Start of wartime incarceration of Japanese. “Little Tokyo” area south of Union Station is vacated during WWII; “Sleepy Lagoon murder” evokes racial attacks on Mexicans and Mexican-Americans.</u> <u>William Mead Homes public housing project is opened several blocks east of the current project site. Project is partially located on site of former oil refinery and dump site; hazardous materials later found required massive cleanup in the 1990s and 2000s.</u>
<u>1943</u>	<u>GIs stationed in Chavez Ravine spark “Zootsuit riots” in downtown.</u>
<u>1940-1950s</u>	<u>During and after the War, River Station serves as an early “inter-modal” facility for transfer of freight between rail and truck.</u>
<u>1950</u>	<u>City begins evicting 1,000 Chavez Ravine families to build a huge racially integrated, federally subsidized public housing project; some resisters are jailed; state demolishes part of historic El Pueblo for Hollywood/Santa Ana Freeway; City population reaches 1,970,358. County population is 4,151,687.</u>
<u>1951</u>	<u>Housing industry leads crusade against public housing as “creeping Socialism” and “federal domination”; council cancels redevelopment plan.</u>
<u>1953</u>	<u>State dedicates El Pueblo area as a state historic monument (park), protects Plaza, Avila Adobe, Merced Theatre, Masonic Temple, Garnier Building, Fire House No. 1, and Pico House.</u> <u>Southern Pacific initiates some of the first trailer-on-flat car container transport service at River Station.</u>
<u>1957</u>	<u>Fort Moore Pioneer Memorial, honoring the memory of U.S. military in the Mexican War, is unveiled near Plaza.</u>
<u>1958</u>	<u>Brooklyn Dodgers move to Los Angeles.</u>
<u>1960</u>	<u>County has 500,000 people of Mexican background; City population reaches 2,479,015; county population is 6,038,771.</u>
<u>1961</u>	<u>As “compromise” to concerns with public housing project, Chavez Ravine is chosen site for Dodger Stadium; construction begins.</u>
<u>1962</u>	<u>Dodgers first season in Chavez Ravine.</u>
<u>1964</u>	<u>Los Angeles becomes nation’s second most populous city.</u>
<u>1970s</u>	<u>City population is 2,811,801; county population is 7,055,800.</u>
<u>1970</u>	<u>The railroad and industrial landscape around River Station is in decline.</u>
<u>1971</u>	<u>City of Los Angeles designates River Station area as Historic-Cultural Monument No. 82;</u>

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	<u>Chicano Moratorium demonstration in East Los Angeles to end Vietnam War.</u>
1978	<u>Fire destroys old freight house- a portion being part of the original Pacific Hotel</u>
1980	<u>New Asian and Latino immigration changes demographics; ethnic population of Southern California is: 24 percent Hispanic, 61 percent white, 9 percent African American, and 6 percent Asian; City population is 2,967,000; county population is 7,477,503.</u>
1984	<u>Southern Pacific formally renames River Station as “Spring Street Intermodal Center”.</u>
1985	<u>Louis McAdams founds Friends of the Los Angeles River calling for restoration of the now-channelized river.</u> <u>Taylor Yard is formally closed, foretelling the fate of River Station.</u>
1986	<u>Monterey Park becomes the nation’s first suburban Chinatown.</u>
1990	<u>City’s population reaches 3,485,390; county population is 8,769,944.</u>
1992	<u>Southern Pacific begins dismantling River Station facility/Bull Ring Yard, also known by its railworker nickname, Cornfield Yard. This closes out the rail yard era for the project site.</u>
1998	<u>Environmental conference explores redevelopment of Taylor Yard.</u>
1999	<u>“Old” River Station is slated to become an industrial park. A local coalition called the Chinatown Yard Alliance objects to the proposed project and organizes community and legal resources to challenge the City’s process for redevelopment of the site, now referred to as the Chinatown or Cornfield Yard. Legal challenges to the project are upheld and community calls for a new park instead of industrial development.</u> <u>Cornfield Yard, slated to become an industrial park, is subjected to first archaeological survey and evaluation; local coalition of residents, businesspeople, and community leaders objects to development plans and initiates challenges to project</u>
2000	<u>An archaeological testing report on Zanja Madre is made for Pasadena Gold Line construction; UCLA planning department issues major planning analysis report “Past History of the Cornfields: A Window to Future Uses.”</u> <u>Chinatown Yard Alliance continues legal challenges to warehouse project, citing Environmental Justice concerns. Federal agencies withdraw subsidies for warehouse project due to these concerns.</u>
2001	<u>Members of the Chinatown Yard Alliance resolve their suit under CEQA and agree to work with the developer to persuade the state to buy the project site for development of a park. Trust for Public Land buys former River Station railroad yard site and then sells the site to CDPR due to the historical significance of the property and location near Los Angeles River.</u> <u>December 21st, Governor Grey Davis visits the project site to commemorate CDPR’s purchase of the property.</u>
2001	<u>Cornfield Advisory Committee established to assist CDPR staff with planning for interim and permanent land uses at the project site</u>
2002	<u>Preliminary archaeological survey and test locates remains of River Station artifacts and features during soil remediation; CDPR’s Cornfield Advisory Committee is formed to assist the state in developing the park vision.</u>
2003	<u>Soil remediation work is completed; park is declared ready for public use; Cornfield Advisory Committee completes Vision Document recommending themes of connectivity, cultural/historical significance, recreation, transportation, and purpose for the site becoming a State Historic Park.</u>
2005	<u>CDPR undertakes initial archaeological investigations prior to installing interim park facilities and leasing property for “Not a Cornfield” public art installation. CDPR Commission approves General Plan and designates and names the project site as Los Angeles State Historic Park</u>
2005	<u>Project site is leased to a local artist and used to produce large-scale public art</u>

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TABLE 3.4-1
SELECTED TIMELINE OF THE DEVELOPMENT OF PROJECT SITE AND SURROUNDING AREA

2006	Construction of IPU facilities are completed and opened in September
2007	Hargreaves Associates chosen as lead design firm for long-range development plans for LASHP.
2008	Design work and associated studies are undertaken, including archaeological reconnaissance and testing; bond funding for Phase I development is frozen and project is halted in December.
2010	CDPR reengages the project in-house and moves forward with a reduced Phase I scope with released bond funding.
2011	Environmental review process for Phase I begins.
2012	Draft EIR is released for public review.

Note: **Bold** text indicates items directly connected to the project site.

Source: CDPR, *Los Angeles State Historic Park, Cultural History and Archaeology*, August 2011 (Appendix D of EIR).

8- 2-4 *An editorial revision has been made to Chapter 8, Acronyms and Abbreviations, of the Final EIR to include the following acronyms:*

IMLab Interpretive Media Laboratory

NPS National Park Service

UCLA University of California, Los Angeles

10- 1-6 *In response to Comment 6-3, the following references have been added to Chapter 10, References, of the Final EIR as follows:*

Azuma, Andrea Misako, and Robert Gottlieb, et al. *Connecting The Parks to the Community and the Community to the Parks: A Community, Economic, and Environmental Assessment of the Los Angeles State Historic Park (Cornfield) and Rio de Los Angeles State Park (Taylor Yard)*, A Report to California State Parks and the California Coastal Conservancy. 2006.

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Deborah A. Cohen, Thomas L. McKenzie, Amber Sehgal, Stephanie Williamson, Daniela Golinelli, & Nicole Lurie. *Contribution of Public Parks to Physical Activity*, as published in 97 *American Journal of Public Health* Vol. 509-14. 2007.

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