DRAFT Lower Los Angeles River Revitalization Plan
Response to Public Comments
Prepared on 1/29/2018

#	Date Posted	User	Source	Comment	Section/ Draft Page	Response
1	12/12/2017	Thamilton (theservices@gmail.com)	CiviComment	100% support the clean up efforts and hoping to rid homeless camps in the area	General	Thank you for your comment. Homelessness was a consideration as part of the development of the Plan and will continue to be addressed with other agencies in the region.
2	12/7/2017	stargal	CiviComment	Won't this stink? Can the stormwater treatment facility be placed in an area that does not encourage gatherings of large groups of people? The band shell is too far from convenient parking. An aging population would enjoy it if they could get to it. Is there parking for equestrians trucks and trailers? Can we canoe the river? The community center 2nd choice is too far from parking. How will equestrians be separate from dogs? I need wide and level access for my 3 wheel bike and horse carriage...5 foot plus.	39	Thank you for your comments. Many stormwater treatment facilities have been placed in areas where people gather without an odor. This should not present an issue. Additional locations for parking will be considered, including trucks and trailers. Kayaking is allowed in the Elysian Valley portion of the river upstream of downtown Los Angeles. Future use of the river will be considered as part of the LA River Master Plan Update. The 2nd community center is being moved to a location closer to the parking lot on Monroe There should be sufficient access for the 3-wheel bike and horse carriage
3	12/7/2017	stargal	CiviComment	If you add silt collection to the river sand will need to be added to the beach.	39	Thank you for your comment. We have taken this into consideration as part of the development of the Plan. However, silt collection is beyond the scope of the Plan
4	12/11/2017	anabonilla	CiviComment	The use of the term, "non-white" is still problematic because it defines people of color by their lack of whiteness and gives a superiority to being white. I would recommend either using the term, "people/person of color" or explicitly calling out who is represented here (e.g. Latino, African American, Cambodian, etc.)	4	Thank you for your comment, after much discussion, the description of this statistic was updated to reflect the categories available for data collected by the US Census
5	12/11/2017	anabonilla	CiviComment	Again, need consistency with the language. Recommendation is to use the phrase, "people/person of color."	4	Thank you for your comment, the description of this statistic was updated to reflect the categories available for data collected by the US Census
6	12/12/2017	lenny2827	CiviComment	If it is called the LA River, then why does it end up in the LONG BEACH harbor? I believe the Compton creek and LA River should connect north of the 91 and empty out in the LA HARBOR. The area from the 91 south to the Long Beach harbor should be managed by the city of Long Beach. When I was a child, the beaches in Long Beach were clean and fun to swim in. It is no longer that way. the area where the LA River terminates could be filled in and a golf course could be built for the local tourist from PCH south to the Catalina docks. North of the 91 could be a nice park. The Army corps of engineers could easily come up with some solutions and maybe even some better ideas to eliminate the polluting of the Long Beach Harbor.	1	Thank you for your comment. The rerouting of the river was beyond the scope of revitalization in the Plan. However, opportunities for water quality improvements were investigated as part of identifying projects. The Plan and other regional efforts will continue to address improving water quality in the river.
7	12/13/2017	Tstone03	CiviComment	I hope that this group/plan will learn from experience up river in the Elysian Valley area where the shared path is causing conflict between bike riders and pedestrians. To be a true shared path, the infrastructure must allow for both uses in a safe way.	8	Thank you for your comment. These issues will be considered as part of the multi-use trail/path design template
8	12/13/2017	Tstone03	CiviComment	Any pathways along the river intended to be multi-use should be carefully designed to accommodate all users safely. Please learn from the issues with the shared path through the residential community of Elysian Valley where there have been accidents and collisions between bikers and pedestrians.	13	Thank you for your comment. These issues will be considered as part of the multi-use trail/path design template
9	12/13/2017	Tstone03	CiviComment	This is an excellent idea, and can provide multiple pathways to accommodate different users.	26	Thank you for your comment.

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10	12/13/2017	Tstone03	CiviComment	Where signage and lanes are painted on the pavement, they act to mark specific use areas. If the path is intended to accommodate pedestrians as well, this will effectively direct pedestrians to small strips of land along the edges, and give bikers the sense that they "own" the bulk of the path. This type of marking should be used ONLY where the intention is to limit use to just the designated user.	29	Thank you for your comment. These issues will be considered as part of the multi-use trail/path design template
11	12/13/2017	Tstone03	CiviComment	Design paths to welcome ALL users, especially where intended to be "multi-use".	32	Thank you for your comment. These issues will be considered as part of the multi-use trail/path design template
12	12/13/2017	Tstone03	CiviComment	Consider providing different "paving" options for different users. If path is to be truly shared, then adding areas of softer footing for pedestrians and equestrians vs the harder paved areas for bikers can help to ease conflicts where the path is wide enough. Otherwise, you have to work very hard to make the path safe enough for all.	58	Thank you for your comment. These issues will be considered as part of the multi-use trail/path design template
13	12/13/2017	Tstone03	CiviComment	The use of the term "bikeway" to designate multi-use paths is an invitation for trouble.	59	Thank you for your comment. These issues will be considered as part of the multi-use trail/path design template. Please note that the image included is of the "Current conditions" not what is proposed
14	12/13/2017	Tstone03	CiviComment	Where the path has room for separate paths for each users, the striping of bike lanes is not a problem. Please learn from the experience in Elysian Valley where the narrow path is truly intended to be shared for the entire width. In that case, the striping tends to preference bike riders (at least in their minds) and to cause safety issues for pedestrians.	60	Thank you for your comment. These issues will be considered as part of the multi-use trail/path design template
15	12/13/2017	Tstone03	CiviComment	Yes!	62	Thank you for your comment.
16	12/13/2017	christywilliams	CiviComment	Testing....and I'm just seeing that we use 'vision' twice in the titles. Should probably change one to a different word. The Long View?	3	Revised Chapter 5 to be The Long View
17	12/13/2017	BradWardynski	CiviComment		2	test comment
18	12/13/2017	jimgoesfishing	CiviComment	IT IS ABSOLUTELY AMAZING TO ME THAT THE WORDS "FISH," AND "STEELHEAD" DON'T APPEAR IN THIS DOCUMENT. THE PURPOSE OF THE RIVER SHOULD BE TO SUPPORT A SUSTAINABLE AQUATIC ENVIRONMENT, WITH THE REST OF IT BUILD ON THIS PREMISE.	7	Thank you for your comment. Habitat restoration was considered in the development of the Plan. Specific aquatic restoration components will be considered in future design and development of the project along the river.
19	12/15/2017	SarahInLongBeach	CiviComment	Not dog-friendly for pedestrians.	5	Thank you for your comment. The bike path is currently dog-friendly. As part of the multi-use path enhancements, pet waste stations and more trash receptacles are being proposed.
20	12/15/2017	ddalton	CiviComment	The Willow Street bridge currently is a death trap for bicyclists. Traffic often flows at 50-60 mph over the bridge, with cars passing mere inches from one's handlebars. The sidewalk is a poor alternative, it is unusually high and narrow. There seems to be ample room for bike lanes on the Willow Street bridge, it is three lanes wide, while Willow Street both before and after the bridge is only two. My wife and I have had several close calls on the bridge, but it is our only practical access to the wonderful LA River bike path. I can't find any specifics on the "10 Willow Complete Street Improvements".... will these improvements include bike lanes?	49	Thank you for your comment. We have taken this into consideration as part of the Plan and templates design. This issue may be improved with Complete Streets template, and will be further considered during design of projects at Willow St.
21	12/15/2017	SarahInLongBeach	CiviComment	If dog-friendly paths are incorporated, dog waste bag dispensers to facilitate clean up after pets.	58	Thank you for your comment. The bike path is currently dog-friendly. As part of the multi-use path enhancements, pet waste stations and more trash receptacles are being proposed.
22	12/15/2017	SarahInLongBeach	CiviComment	The under used Wrigley Greenbelt would be great to opportunity to tie in channel enhancements for community use, top-of-levee visual cues/facilities, and existing multi-use trails.	77	Thank you for your comment. Wrigley Greenbelt is included as a project within the plan and further described in Volume 2, Chapter 2

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23	12/16/2017	davehall	CiviComment	Saving endangered species should be the priority. What impacts will the plan have on the California Least Tern colony on Terminal Island? What wetlands will be added to provided needed habitat for bird species and fish species?	1	Thank you for your comment. Adding wetlands on Terminal Island is beyond the scope of the Plan. Any project implemented as a result of the Plan will undergo further evaluation of biological species including impacts to California Least Tern.
24	12/16/2017	davehall	CiviComment	Thank you for adding native plants to the plan.	7	Thank you for your comment
25	12/16/2017	davehall	CiviComment	Public recreation and wildlife protection benefit the environment.	7	Thank you for your comment. These are both objectives of the Plan
26	12/18/2017	hookjr	CiviComment	Definitely a cause I'd be willing to donate to and help promote its fundraising	4	Thank you for your comment
27	12/18/2017	hookjr	CiviComment	Really glad you guys simplified this and fully support seeing more green and adding traffic to the small business along the river	7	Thank you for your comment
28	12/18/2017	hookjr	CiviComment	I biked the whole thing and more bridges to cross are a must! Some spots were tough and a bit dangerous in traffic	17	Thank you for your comment. Improved and additional crossings are included as part of the signature projects and the bridges/crossings template
29	12/18/2017	hookjr	CiviComment	Murals are a huge part of LA and am glad to see the river expecting them	18	Thank you for your comment
30	12/18/2017	hookjr	CiviComment	Although this is a draft, removing some of the concrete and giving the river some real space would greatly help wide life diversity	31	Thank you for your comment. We considered this as part of the Plan. The analysis for this is included as part of Volume 2
31	12/18/2017	hookjr	CiviComment	Cannot wait to spend the days biking to see these new parks	37	Thank you for your comment
32	12/18/2017	hookjr	CiviComment	reminds me of the swamps in Florida. Looking forward to reading the impact on species and how they are hopefully thriving	50	Thank you for your comment
33	12/18/2017	dragonface	CiviComment	Have bike path as far away from freeways to alleviate noise and pollution	15	Thank you for your comment. These issues will be considered as part of the multi-use trail/path design template
34	12/18/2017	dragonface	CiviComment	All buildings and structures will be above the 500 year flood plain	7	Thank you for your comment. This has been taken into consideration throughout the development of the plan
35	12/18/2017	Jaime	CiviComment	Test		Thank you for your comment
36	12/21/2017	Meyer	CiviComment	I think it would be nice to show the kind of growth we're seeing come up in and around the river. It seems pretty clear that we can expect to see bushes and trees - and that would be wonderful.	7	Thank you for your comment. This has been taken into consideration throughout the development of the plan
37	12/21/2017	Meyer	CiviComment	Might it be worth mentioning how the river is used now? It would be nice to show the bike path filled during the River Ride and the kayaks in use. I think it should show some ways that people are using the river now and that would help people see that it will likely be used even more.	8	Thank you for your comment. This will be taken into consideration for the development of the Plan and the renderings. However, kayaking is only allowed on the upper reach of the River.
38	12/21/2017	Meyer	CiviComment	wow - nice!	60	Thank you for your comment
39	12/21/2017	Meyer	CiviComment	might we also consider community gardens? we could easily grow fruit trees with low water and little maintenance.	65	Thank you for your comment. This was included in the development of the Plan and community gardens are a building block and are included in several signature projects, as well as Opportunity areas (Vol 2)
40	12/21/2017	Meyer	CiviComment	It would be great to add drinking fountains/water container refill centers to these photos.	67	Thank you for comment. We have taken this into consideration and added photos of drinking fountains in the templates
41	12/21/2017	Meyer	CiviComment	It would be even better if the shade is natural -- trees, trees, trees. Let's see it as a park!	68	Thank you for your comment; however, trees cannot be planted on the levee. We are considering shade structures will be wherever possible

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42	12/21/2017	Meyer	CiviComment	Does it need to stay concrete?? The trees are breaking thru in various places anyway - don't we want to encourage that? Can't we envision a river that looks like a....river?	74	Thank you for your comment. Habitat restoration in conjunction with maintaining flood risk management was considered in developing projects. Unfortunately, trees compromise the structural integrity of the concrete channel and it's levees and cannot be planted within 15 feet of the toe of the levee. However, vegetation and greening where feasible will be considered with development of projects.
43	12/21/2017	Meyer	CiviComment	I'm sorry but this is not what I see when I think of a river. We have the water and the waterway -- can we do this without so much concrete? It's not environmentally friendly or attractive.	78	Thank you for your comment. Habitat restoration in conjunction with maintaining flood risk management was considered in developing projects. Unfortunately, trees compromise the structural integrity of the concrete channel and it's levees and cannot be planted within 15 feet of the toe of the levee. However, vegetation and greening where feasible will be considered with development of projects.
44	12/21/2017	Meyer	CiviComment	I can't believe that plants can't be used in lieu of concrete. Look at the vegetation that's been planted near the freeways -- that looks better than this does.	81	Thank you for your comment. Habitat restoration in conjunction with maintaining flood risk management was considered in developing projects. Unfortunately, trees compromise the structural integrity of the concrete channel and it's levees and cannot be planted within 15 feet of the toe of the levee. However, vegetation and greening where feasible will be considered with development of projects.
45	12/21/2017	Meyer	CiviComment	I think this ought to be highlighted as a top priority. We should highlight the benefit the river would provide to communities and the environment - those ought to be twinned features throughout.	5	Thank you for your comment. We have taken this into consideration throughout the development of the Plan, and nature-based approaches are a part of the signature projects, and suggested building blocks for most opportunity areas (Vol 2)
46	12/21/2017	Meyer	CiviComment	I don't think this photo/visualization captures the full potential of the project.	2	Thank you for your comment. This process was developed by the Working Group as the best information at this point to describe implementation of a project. The Implementation Advisory Group will help further refine the project development process and maximizing each project's potential.
47	12/21/2017	Meyer	CiviComment	Will the LA River connect to La Ballona Creek? Wouldn't that be a long term goal? Is it that difficult to do? That would bring together 2 different parts of LA and many more destinations.	3	Thank you for your comment. The rerouting of the river was beyond the scope of revitalization in the Plan. However, opportunities for connecting communities to the river were analyzed and will continue to be considered during implementation of the Plan.
48	12/21/2017	LA River Public Art Project	CiviComment	Creative placemaking and public art are strategies that should be applied to all aspects of the reworking of the Cudahy River Road. Please don't limit artist input to the walls of the river.	10	Thank you for your comment. The creative placemaking and public art strategies will include more than just the walls of the river.
49	12/23/2017	jmeyert4a	CiviComment	Might there be enough width along the outer edge to accommodate a multi-use (dirt) trail, OR might there be the possibility of acquiring some additional RoW for that purpose?	13	Thank you for your comment this has been added to the text.

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50	12/23/2017	jmeyert4a	CiviComment	Be sure that long-term planning considers/includes the connection to the multi-use (equestrian) trail that we HOPE will be included in the Urban Orchard design. This would add over a mile of trail at very low additional cost. Also, if the cyclists and peds ever push for a connection to the Upper River, we (multi-users) would be in a position to go with them. Long-term, this would be incredible, as it would connect the historic equestrian communities of Long Beach, Paramount and South Gate to the LA Equestrian Center and to Griffith Park.	17	Thank you for your comment. As part of the "multi-use path enhancements" template, these areas can be explored with the cities and agencies along the river for expanding the trail and making greater connections for equestrian users (as well as bicyclists)
51	12/23/2017	jmeyert4a	CiviComment	It is important to keep a "Big Picture" in mind here. As you look at and plan for the Cudahy River Road project and the Rio Hondo Confluence Project, bear in mind that a simple, multi-use trail could CONNECT the two projects at very low-cost.	26	Thank you for your comment. As part of the "multi-use path enhancements" template, these areas can be explored with the cities and agencies along the river for expanding the trail and making greater connections for equestrian users
52	12/23/2017	jmeyert4a	CiviComment	Adding a multi-use (equestrian) trail along the east side of this project helps to connect to the Rio Hondo Confluence project downstream AND positions us to connect to the trails in the UPPER River if the bicyclists and peds should ever do that in the future. Imaging, connecting the historic equestrian communities of Long Beach, Paramount and South gate to the LA Equestrian Center and Griffith Park.	17	Thank you for your comment. As part of the "multi-use path enhancements" template, these areas can be explored with the cities and agencies along the river for expanding the trail and making greater connections for equestrian users (as well as bicyclists)
53	12/23/2017	jmeyert4a	CiviComment	Immediately south of Hollydale Park is the Century Equestrian Center, and Hollydale Park, itself, has two large show/working arenas and a large parking lot designed especially to accommodate equestrian rigs with long trailers. There is one multi-use TRAIL access point at the end of Leeds Street (used primarily by Imperial Equest. Center); there are actually FOUR access points from Hollydale Park; and there is a sixth access point at the end of Century Blvd..	28	Thank you for your comment. The access points have been corrected.
54	12/23/2017	jmeyert4a	CiviComment	Bear with me as I'm having a devil of a time trying to figure out this "COMMENT" system. So far I've spent over an hour commenting and it looks like ONE comment has been saved, and it's not in the right place! >>

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59	12/23/2017	jmeyert4a	CiviComment	This LLAR plan doesn't pay much attention to the Rio Hondo, but bear in mind that the Gateway Greening Task Force and the SGV Greenways Committee ARE looking at the Rio Hondo as a way of connecting the SGR to the LLAR. Back in the 1970's the "Lario Trail" was ridable from Long Beach to the Whittier Narrows. Today, there are some blockages in South Gate, but it seems to open up above Tellegraph Rd.,	34	Thank you for your comment - as you mention in your comment, the Plan is focused on the area within 1 mile of the Lower LA River. Regional connections are considered by adding gateways to the multi-use path enhancements, and can be further explored during implementation of the Plan.
60	12/23/2017	jmeyert4a	CiviComment	We SURE HOPE that the Urban Orchard plan includes a multi-use (equestrian) trail!	34	Thank you for your comment, multi-use path/trail connectivity will continue to be evaluated as the projects are developed.
61	12/23/2017	jmeyert4a	CiviComment	THANK YOU!	36	Thank you for your comment
62	12/23/2017	jmeyert4a	CiviComment	Much more than just Imperial. Hollydale Park itself provides THE most important public access point for equestrians looking to ride the River Trail. It has Pull-Through Parking, Water, Rest Rooms and two turn-out warm up arenas. Immediately adjacent to the Park at the South end, is the Century Equestrian Center, and, additionally, there are a number of smaller "back yard" equestrian properties scattered from just north of Gardendale St. down to the 105 Freeway.	36	Thank you for your comment. As part of the "multi-use path enhancements" template, these areas can be explored with the cities and agencies along the river for expanding the trail and making greater connections for equestrian users
63	12/23/2017	jmeyert4a	CiviComment	Will there be any discussion of equestrian use in the Parque dos Rios area? It would be a really nice destination for say a picnic ride or such.	39	Thank you for your comment. As part of the "multi-use path enhancements" template, these areas can be explored with the cities and agencies along the river for expanding the trail and making greater connections for equestrian users
64	12/23/2017	jmeyert4a	CiviComment	Currently, the equestrian access or portion of the "Multi-Use Trail" ends about Spring Street. Might there be a way to extend access down stream to connect to this feature? ..... Maybe I haven't been thinking creatively enough. For most of the way, the multi-use trail parallels the bike path, down at the base of the levee. Near the end of the River, and in particular as you near PCH and Anaheim Streets, there is no room, so I hadn't thought much about the trail.... BUT... IF we add access in the channel / river bottom itself, there is no reason that the multi-use trail should not include equestrians. (Just as an FYI... The Santa Ana River is billed as "Crest to Coast", since it starts in the San Bernardino Forest and runs 114 miles to Huntington Beach. (Back in 1992, we did the whole length on a three weekend (6 days) ride.) IF we can re-establish the multi-us trail down the Rio Hondo (seems doable to me), we could then have another, "Crest to Coast" from the San Gabriel Mountains to Long Beach.)	49	Thank you for your comment. As part of the "multi-use path enhancements" template, these areas can be explored with the cities and agencies along the river for expanding the trail and making greater connections for equestrian users
65	12/24/2017	jmeyert4a	CiviComment	The bridge proposed by the City of Lynwood should be considered. Coupled with the two crossing proposed upstream at/near the confluence, and allowing for a multi-use equestrian trail through the Parque Dos Rios, would provide a wonderful LOOP trail, with the Hollydale Park Equestrian staging area as its center.	37	Thank you for your comment. As part of the "multi-use path enhancements" template, these areas can be explored with the cities and agencies along the river for expanding the trail and making greater connections for equestrian users
66	12/24/2017	jmeyert4a	CiviComment	Isn't the actual "Urban Orchard" site planned upstream of the Mobil Home Park?	34	Thank you for your comment, the actual Urban Orchard site is upstream of the Mobil Home Park and it extends south to cover most of the nose of the confluence.

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67	12/24/2017	jmeyert4a	CiviComment	My comments from last night seem to have vanished. THIS is the site of the Century Equestrian Center. (Approx. 80 horses)	33	Thank you for your comment, the image was revised to more accurately reflect this
68	12/24/2017	jmeyert4a	CiviComment	This is "Main Street" in Hollydale. The community of Hollydale needs to market itself as the "Gateway to the Los Angeles River Trail & Bikeway!" Two Mini-Marts, two small grocery stores, a couple of fast-food places and four sit-down restaurants/cafes. With a little imagination (and some way-finding signs) Hollydale could be a mini Norco.	33	Thank you for your comment. As part of the "multi-use path enhancements" template, these areas can be explored with the cities and agencies along the river for expanding the trail and making greater connections for equestrian users.
69	12/24/2017	jmeyert4a	CiviComment	It would be important to connect a multi-use (equestrian) trail downstream along the WEST side of the River from the Parque Dos Rios to the NEW bridge that the City of Lynwood is proposing. This connection would then provide for a LOOP trail.	33	Thank you for your comment. As part of the "multi-use path enhancements" template, these areas can be explored with the cities and agencies along the river for expanding the trail and making greater connections for equestrian users
70	12/24/2017	jmeyert4a	CiviComment	FWIW: / IMHO: I'm old enough to have seen multiple "forward thinking and imaginative buildings" and "modernization" projects. They only stay modern for a short while. On the other hand, rustic, "Old Towns", never seem to age. This Hollydale area would seem to lend itself to that theme.	35	Thank you for your comment. As part of the "multi-use path enhancements" template, these areas can be explored with the cities and agencies along the river for expanding the trail and making greater connections for equestrian users.
71	12/24/2017	jmeyert4a	CiviComment	As noted elsewhere, with just some easy tweaks (i.e., replacing a paved sidewalk with a DG surface and some signage), the community of Hollydale in general and Hollydale Park in particular, could be positioned as THE major gateway to the Los Angeles River Trail and Bikeway. Currently, the LLAR Trail is rather drab and not particularly inviting, but, with the revitalization of the River as proposed. this equestrian trail should come alive. From this area equestrians could plan from one to five or six hour trail rides. Equestrians from out of the area could board their horses over-night at Imperial Equestrian. Some day it might be possible to travel back and forth (along the Rio Hondo) to the equestrian facilities up in Whittier as well. (From here I could see two days of riding... Up to Whittier and back with an over night at Imperial, then all the way down to Long Beach and back.)	36	Thank you for your comment. As part of the "multi-use path enhancements" template, these areas can be explored with the cities and agencies along the river for expanding the trail and making greater connections for equestrian users
72	12/25/2017	jmeyert4a	CiviComment	NOTE that this is a "SHARED-USE" under-crossing. We equestrians have to share this with fast moving cyclists. Having more and better signage to that effect would be a great help and safety feature. (Also at Somerset, Alondra and Del Amo.)	6	Thank you for your comment, the plan has been updated to clarify signage at crossings.

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73	12/25/2017	jmeyert4a	CiviComment	There is good access + limited on-street parking for the "Multi-Use Trail" here at the end of Leeds St. adjacent to the stable. NOT recommended for horse trailers, as there is NO turn around.	30	Thank you for your comment. As part of the "multi-use path enhancements" template, these areas can be explored with the cities and agencies along the river for expanding the trail and making greater connections for equestrian users
74	12/25/2017	jmeyert4a	CiviComment	Be sure to include Multi-Use (Equestrian) Trail along this stretch. If possible, at base of levee, same as the trail is down stream. Goal would be to connect all the way to the Cudahy project.	33	Thank you for your comment. As part of the "multi-use path enhancements" template, these areas can be explored with the cities and agencies along the river for expanding the trail and making greater connections for equestrian users
75	12/25/2017	jmeyert4a	CiviComment	Correct this... Is 105 not 405	61	Thank you for your comment, the image has been revised correctly reflect the 105.
76	12/25/2017	jmeyert4a	CiviComment	Show the "proposed" Bikeway that the City of Paramount is considering along the old Metro RoW that angles off towards the south east... ALSO include a Multi-Use Trail loop in the design (wish-list). This RoW extends all the way to Santa Ana and connects to the San Gabriel River and the Coyote Creek and to Orange County.	61	Thank you for your comment. The proposed bikeway along the old Metro ROW is included in Vol 2, Chapter 2 (#62). The Multi-use Path Enhancement Map was developed to demonstrate where the existing and proposed bike/pedestrian path and equestrian paths are. Per your comments at previous committee meetings, loop and spur trails were recommended for this opportunity (#62) in Volume 2, Chapter 2.
77	12/25/2017	jmeyert4a	CiviComment	In areas where we MUST share the trail, (Such as road under crossings) please create signage that alerts the fast-moving cyclists that they are SHARING that stretch of trail. Down near Del Amo, there are signs posted UP about 6 or so feet high! WE (Equestrians) KNOW that we are sharing the trail! It is the cyclists who need the signs. I'd suggest PAINTING the notice ON the roadway.	64	Thank you for your comment, the plan has been updated to recommend painted signs for cyclists.
78	12/25/2017	jmeyert4a	CiviComment	The Hollydale Community has lots to offer, Mini marts, food, restrooms, etc. for all users. Signage letting trail users know this, would be helpful.	69	Thank you for your comment, signage to the community has been added.
79	12/25/2017	jmeyert4a	CiviComment	The ramps would need to be scored or roughed up to make them safe for horses...	74	Thank you for your comment, this note has been added.
80	12/26/2017	jmeyert4a	CiviComment	Be sure to include equestrian friendly features in the final "Multi-Use" designs. This area would serve as a "destination" / "turn around point" for a nice ride that could start/end at Hollydale Park. In the FAR FUTURE, if the bike route were to continue up and connect to the upper LA River, we (multi-users) would like to "go with them".	23	Thank you for your comment, this note has been added.
81	12/26/2017	jmeyert4a	CiviComment	Just a general note... Today, the "Multi use Path" only serves a limited number of equestrians. IMHO, that is mostly because of two factors. First, the current trail is not particularly INVITING. It serves us who have our horses at the various stables adjacent to it, but there is nothing to ATTRACT visitors from outside the area. Secondly, there are a LOT of hazards and/or things that make many equestrians very uncomfortable. Problems with lots of motorized users and a lack of enforcement. Problems with homeless and loose dogs and lots and lots of trash. Problems sharing the (four) shared underpasses with fast moving cyclists due to a lack of signage alerting them to "share the trail" in those locations (also, lack of any guard rails, making some riders uncomfortable). If these issues are addressed with this plan, I could see people coming from all over to "Ride the River" with Hollydale Park being the most logical staging point.	56	Thank you for your comment. As part of the "multi-use path enhancements" template, these areas can be explored with the cities and agencies along the river for expanding the trail and making greater connections for equestrian users Even though the second part of your comment is beyond the scope of the LLARRP, law enforcement and safety will be further developed for the river through AB 1558, projects through the Implementation Advisory Group and the LA River Master Plan Update for the entire 51-mile river.

#	Date Posted	User	Source	Comment	Section/ Draft Page	Response
82	12/26/2017	jmeyert4a	CiviComment	In one or two areas, consider designing so that horses might have access to "wade in the water"... with a safe in-and-out.	80	Thank you for your comment. Access into the channel, low-flow crossings and use of the river will be further evaluated during the implementation of projects and the concrete channel enhancements template.
83	12/26/2017	jmeyert4a	CiviComment	105	87	Thank you for your comment, this revision was made to the concept
84	12/26/2017	jmeyert4a	CiviComment	OK... I'm way out of my element here, but that won't stop me from commenting. Leeds Street in South Gate (by Imperial Equest. Center) and Century Blvd at the Sout end of Hollydale Park (1/2 South Gate and 1/2 Paramount, I'd guess), both lend themselves to some kind of feature... Leeds St provides access to the Multi-Use trail and to a Mini-mart on Rucci Rd.... Not much traffic.. Century Blvd. connects to a Mini Mart, Taco Bell and three or four restaurants. I'd live to see the paved side walk removed and a DG path installed like they have all through the City of Norco.	89	Thank you for your comment. As part of the "multi-use path enhancements" template, these areas can be explored with the cities and agencies along the river for expanding the trail and making greater connections for equestrian users
85	1/3/2018	rjperez	CiviComment	Consider orienting the larger map with north pointing up (north). This is more accessible and understandable for folks - Especially those who are accustomed to using traditional maps as well as google maps. The small, insert map is oriented north-south while the larger is oriented east-west - potentially causing confusion	4	Thank you for your comment. The map orientation was designed to best fit the layout and spread and convey the map's contents.
86	1/4/2018	timmok	CiviComment	My interviews with SE LA residents revealed that some avoid going near the River and adjacent parks because of past, and current pollution burdens. They don't think it's safe. Can river revitalization address environmental justice for all?	5	Thank you for your comment. Health and social equity were key components of the goals and objectives in the Plan. During the implementation of projects safety, soil remediation, water quality, and health will be some of the items considered in the design phases
87	1/5/2018	arigolon	CiviComment	The concept of "just green enough" developed by Curran and Hamilton is problematic because it implies that low-income communities of color should get less green space than others due to the risk of gentrification. Rather than providing green spaces of a smaller scale, the approach should be providing a large number of green spaces for those marginalized communities to help bridge health equity gaps, while at the same time implementing deliberate affordable housing strategy to help them stay in place.	6	Thank you for your comment. The Plan's goal is to equally identify restoration potential including green space and affordable housing to the river and surrounding communities. During implementation of projects and templates, these will be key components to be further developed with advice from the Lower LA River Implementation Advisory Group to meet the goals and objectives of the Plan.
88	1/5/2018	arigolon	CiviComment	This is a very small section on anti-displacement strategies. Based on what I've read on the minutes from the LLARRP process, gentrification and displacement concerns should be major components of the plan. This doesn't do justice to the voices of the long-term residents that have been endured decades of divestment and are now at risk of not enjoying the benefits of these much-needed investments. A specific section about affordable housing and anti-displacement land use strategies should be included. A good review of anti-displacement policies is provided here: http://www.urbandisplacement.org/policy-tools-2	6	Thank you for your comment, additional information about the community stabilization policies included in the toolkit will be included in Volume I of the plan and policies appropriate for specific signature policies is being described as well.

#	Date Posted	User	Source	Comment	Section/ Draft Page	Response
89	1/5/2018	arigolon	CiviComment	I commend the working group for having a stabilization toolkit. That's an important component. Yet I wonder how this toolkit is going to be implemented. How is this plan actually influencing the way cities and LA County address gentrification and displacement issues? I'm aware that the agency of this plan is very limited. To address this issue, I suggest that the compliance to this plan (and a revised version with a much stronger emphasis on keeping vulnerable people in place) could be a criterion for future state and county funding for parks and transportation. I understand that this goes beyond the scope of a plan, but the actors in this process need to recognize the necessity to come up with stronger implementation strategies. Inclusionary housing or zoning bonuses based on affordability should be implemented in areas within 1/2 to 1 mile of the revitalized river. If cities do not comply, they should not be able to receive state or county funding for greening or biking/walking projects.	6	Thank you for your comment, new language emphasizing the importance of the policies included in the toolkit has been added to Vol I of the plan.
90	1/6/2018	JohnM	CiviComment	What about funding through public/private partnerships? Developers will benefit immensely from building close to these new public spaces. Therefore, it makes sense that they help finance them.	12	Thank you for your comment, P3's are anticipated to occur organically through market opportunities. Related funding opportunities were mentioned in the funding section in the report under Enhanced Infrastructure Finance Districts (EIFDs), and P3's were mentioned in the funding chapter in Volume 2.
91	1/8/2018	Vincent Montalvo	CiviComment	The watershed Education Pamphlet is misleading the public on what it promotes. It makes no mention of the high risks that the public will be exposing themselves too and risking their health, safety , and welfare by using the the flood control channel amenities. The pamphlet is also one sided only speaks of the possible good and not the bad that already has been proven to exist in the flood Control Channel . If the pamphlet is outreach and education it would only make sence to notify the public when its health ,saftey and welfare are at high risk of exposure to harmful contaminates especially when children are being allowed in flood control channel.	1	Thank you for your comment. The pamphlet was designed by the Working Group to give an overview of history of the river and potential for revitalization. Flood risk management is one of the key objectives of the Plan and will be part of the development of projects and templates in the river
92	1/8/2018	shgates	CiviComment	There is no park called "Kaboom Park" in Long Beach, nor was there something called "Avila Park." Is this 21st to Hill Park? The name of the organization that helps with these volunteer-built parks is KaBOOM, not Kaboom Parks,	5	Thank you for your comment, references to Kaboom Park have been changed to 21st to Hill Street Park
93	1/8/2018	lcortez	CiviComment	These areas are not as highlighted as they should be. That is, as decision-makers look at this document to form projects, Workforce Development, Rent Control Ordinances, Locally- owned business support, and CBA's, should be expanded and put as documents in Chapter 3 (or as their own chapter) rather than appendices (as appendices are often de-prioritize), especially given that the Lower LA River Workgroup put many hours to developing these with community input.	5	Thank you for your comment, these policies have been expanded upon in Volume I, the Toolkit is a standalone resource to the Plan
94	1/8/2018	lcortez	CiviComment	The text should give a detailed example of "Mixed Use," so it can serve as an example for decision-makers. Is Mixed Use defined by Income or zoning? Is this housing to replace existing? This housing site raised (in our community membership) ideas/concerns for homeless resources. We believe there should be a section addressing possible solutions for homelessness (especially since Ch. 1 mentions the high homeless population rate along the river). We believe Measure H can be a resource and Century Villages at Cabrillo in West LB can serve as a model. A homelessness section should include the existing need for housing, the issues with displacement, gentrification, and income disparity which contribute to our housing crisis, and solutions: physical housing, emergency shelter, mental health and related support services.	17	Thank you for your comment, the text has been updated to include a detailed example of mixed use.
95	1/8/2018	lcortez	CiviComment	Community residents feel that a nice landscape setting and safety are of utmost importance for signature templates, thanks for including.	56	Thank you for your comment.

#	Date Posted	User	Source	Comment	Section/ Draft Page	Response
96	1/8/2018	lcortez	CiviComment	Where are sources of pollution linked to stormwater runoff? Should this be covered in the signature concepts or in Chapter 1 as background? If folks have more access to the river they will have more access to the water, therefore we should ensure the water is as safe as possible. One idea is if we can track polluting industries that feed into the stormwater.	10	Thank you for your comments. Pollution from stormwater runoff is discussed in the Plan's goal and objective language, which has been added in Volume 1, Chapter 2, and baseline water quality conditions are discussed in Volume 2, Chapter 1. For all projects, public health is a priority and will be addressed during the design process.
97	1/8/2018	lcortez	CiviComment	Is there a section about connecting LA River North with LA River South?	5	Thank you for your comment, the LLARRP will be incorporated directly into the LA River Master Plan (LARMP) Update. In addition, the LARMP Update Steering Committee will include representatives from the Lower River.
98	1/8/2018	gjaquez	CiviComment	What happens to the part of Imperial Yard south of Imperial Highway? Why not swap out the entirety of Imperial Yard with the Imperial Equestrian Center and the vacant property to the east? That way, all the new public space and amenities are adjacent to the River.	33	Thank you for your comment. The current layouts for the Rio Hondo Confluence project show the proposed location of features and amenities preferred by the Working Group at this point to best serve the communities with a balance of meeting the Plan's goals and objectives. There will be further opportunity to shape the project during the conceptual development of the project.
99	1/9/2018	R. Blankenship	CiviComment	These modeling results are supportive of roughened bottom and simulated natural streambed configuration that will support fish passage and fishing opportunities.	150	Thank you for your comment. The Plan considered river bed naturalization at the Rio Hondo Confluence Project site but based on the large cost to divert the excess storm flows and the lack of a measurable increase in habitat benefit, selected the recommended layouts for all sites since it had the largest benefits for the cost meeting the Plan's goals and objectives. There will be further opportunity to investigate habitat and ecosystem restoration during the development of the projects.
100	1/9/2018	R. Blankenship	CiviComment	This should be supported by on-going modeling, as indicated by this report. This is strong support for construction of a creative low flow channel that will allow fish passage and support seasonal vegetation and habitat.	151	Thank you for your comment. There will be further opportunity to investigate habitat and ecosystem restoration study during the development of the projects.
101	1/9/2018	R. Blankenship	CiviComment	Rubber dams on the river would require extensive operations and maintenance, block fish passage, and potentially increase growth of water borne bacteria. Given the high capital costs to install, this option should be given serious thought in regard to its costs/benefits and modification of the river system.	133	Thank you for your comment. The Plan is recommending against installation of rubber dams at this point. However, this will be further evaluated during the development of projects from the Plan.
102	1/9/2018	michael.affeldt @lacity.org	CiviComment	"this page intentionally left blank"	2	Thank you for your comment - any blank pages in the final Plan will be annotated.
103	1/9/2018	michael.affeldt @lacity.org	CiviComment	A little late for this, but seems to me the whole document would make more sense in portrait layout so that the maps can be shown with north at the top of the page.	4	Thank you for your comment. Despite the orientation of the maps, the landscape layout was determined to best fit the content of the Plan.
104	1/9/2018	michael.affeldt @lacity.org	CiviComment	This image appears to depict a structure in the river channel - this could be misleading to readers about what is possible.	7	Thank you for your comment, this image was updated to remove the structure in the river channel

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105	1/9/2018	michael.affeldt @lacity.org	CiviComment	A footnote on these will be helpful, including the date of the data that were sourced.	4	Thank you for your comment, references and sources for the data are provided in Volume 2
106	1/9/2018	michael.affeldt @lacity.org	CiviComment	This tally should count the City of Los Angeles if it doesn't - it is within one mile of the river corridor as defined.	4	Thank you for your comment- The City of Los Angeles was not included in this tally because the large number of residents living outside of the corridor would not be representative of the corridor when compared to the data from the smaller cities
107	1/9/2018	michael.affeldt @lacity.org	CiviComment	How is "area" defined here? Corridor is clear, but not sure what area is meant to be.	5	Thank you for your comment. The text has been edited to clarify this.
108	1/9/2018	michael.affeldt @lacity.org	CiviComment	I believe there are already 18 or 19 miles of paths.	5	Thank you for your comment- You are correct, there are 19 miles of paths (see upper left fact). However, a multi-use trail is more specific than a path, it can be utilized for bicyclists, walkers, equestrians, and runners for both transportation and recreation made of a soft surface (such as dirt or decomposed granite) as well as a hard surface (such as asphalt, concrete or permeable pavement)".
109	1/9/2018	michael.affeldt @lacity.org	CiviComment	"lower" not needed here. Let's not confuse anyone by using titles that might make them think this is a different river. Just use "Los Angeles River" I also take issue with this description. The river IS typical in many ways of southwest US rivers. We should not create a false standard to compare the river to other types of rivers present in other climate and topographical contexts. Recommend to strike.	6	Thank you for your comment, "lower" has been deleted.
110	1/9/2018	michael.affeldt @lacity.org	CiviComment	This is a helpful comparison - well done.	7	Thank you.
111	1/9/2018	michael.affeldt @lacity.org	CiviComment	Exclamation point here seems unnecessary and renders the sentence too casual.	9	Thank you for your comment, the exclamation point will be removed
112	1/9/2018	michael.affeldt @lacity.org	CiviComment	strike "valuable" as unneeded editorial	5	Thank you for your comment, valuable has been removed.
113	1/9/2018	michael.affeldt @lacity.org	CiviComment	"cultural" groups here confused me. Is "community" groups meant? For example, I don't think any churches or arts groups were included.	4	Thank you for your comment- Cultural groups will be removed from the list.
114	1/9/2018	michael.affeldt @lacity.org	CiviComment	This number is not super impressive, and maybe it should be featured less prominently. Same comment for the 480 visitors.	7	Thank you for your comment. While these numbers may not seem "super impressive", these were the reality of the outreach and engagement efforts. Despite email blasts, social media posts, and flyers distributed as door hangers (to over 3500 homes), these were the number of respondents
115	1/9/2018	michael.affeldt @lacity.org	CiviComment	suggest replace "the community" with "community members." "worked closely" is too loose. Please describe how the community members were engaged and what was the nature of that close work.	9	Thank you for your comment. "The community" was updated to "community members". The Working Group "worked closely" with the community through the events summarized in the community outreach and engagement pages
116	1/9/2018	michael.affeldt @lacity.org	CiviComment	These need to be in the primary document.	5	Thank you for your comment. These are now part of Chapter 2, Volume 2, and no longer in an appendix.
117	1/9/2018	michael.affeldt @lacity.org	CiviComment	These fact sheets are a great idea and well executed.	6	Thank you for your comment.
118	1/9/2018	michael.affeldt @lacity.org	CiviComment	I think this link needs to be hosted on an agency site, not Tetra Tech's in the final version.	7	Thank you for your comment, the site will be hosted by LACDPW.
119	1/9/2018	michael.affeldt @lacity.org	CiviComment	Are the Cudahy and Rio Hondo renderings swapped?	8	Thank you for your comment, the renderings have been updated with new images
120	1/9/2018	michael.affeldt @lacity.org	CiviComment	This needs to be clarified. There is plenty of public access to the river's banks. Perhaps this is meant to say "into the river's bed/channel" or something similar.	12	Thank you for your comment, the text was clarified based on your feedback.

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Response to Public Comments
Prepared on 1/29/2018

#	Date Posted	User	Source	Comment	Section/ Draft Page	Response
121	1/9/2018	michael.affeldt @lacity.org	CiviComment	These circles are not clear. What are they depicting?	14	Thank you for your comment, the text has been updated for clarity.
122	1/9/2018	michael.affeldt @lacity.org	CiviComment		21	
123	1/9/2018	michael.affeldt @lacity.org	CiviComment	I have concerns about intervening in this way with the river. Art should have a strong place, but I believe our mission is to move the needle toward natural states and not treat the river's bed as an aesthetic canvas in this way. I do not support these images remaining in the plan as currently depicted.	18	Thank you for your comment. Artwork in the river channel is one portion of the concept and a way to celebrate the communities the channel serves. Ultimately, the final design will be completed in the next phase of implementation. Any environmental impacts will be evaluated through an EIR/EIS process
124	1/9/2018	michael.affeldt @lacity.org	CiviComment	This text seems to be in the wrong place.	21	Thank you for your comment, the text was moved to the correct place
125	1/9/2018	michael.affeldt @lacity.org	CiviComment	The waterways probably need to be labeled throughout	25	Thank you for your comment, the waterways have been labeled throughout.
126	1/9/2018	michael.affeldt @lacity.org	CiviComment	grammar check	26	Thank you for your comment, the text was revised based on the feedback provided
127	1/9/2018	michael.affeldt @lacity.org	CiviComment	Costs should be discussed here.	26	Thank you for your comment, costs are presented as part of Chapter 3, Volume 2, signature projects feasibility assessments
128	1/9/2018	michael.affeldt @lacity.org	CiviComment	Check tense in these sections for consistency.	26	Thank you for your comment, the text was revised based on the feedback provided
129	1/9/2018	michael.affeldt @lacity.org	CiviComment	By the way, this commenting system is great.	26	Thank you.
130	1/9/2018	michael.affeldt @lacity.org	CiviComment	Again, these walking distance circles are confusing as formulated.	30	Thank you, this will be updated in the plan to be less confusing.
131	1/9/2018	michael.affeldt @lacity.org	CiviComment	I think park bridges are great concepts but perhaps not in this location, since the confluence is the main feature, and these bridges would obscure it and also divert costs that could go to the landscape work.	34	Thank you for your comment. The park bridge concepts were reviewed and encouraged by the Working Group.
132	1/9/2018	michael.affeldt @lacity.org	CiviComment	Is this a rendering? Why not show a built example?	37	Thank you for your comment. This image was provided as an example of what was being proposed in the Plan
133	1/9/2018	michael.affeldt @lacity.org	CiviComment	Shade is mentioned in the text, but the rendering here shows very little shade.	37	Thank you for your comment, the renderings have been updated with more shade options
134	1/9/2018	michael.affeldt @lacity.org	CiviComment	replace "actual" with "physical" or something similar.	42	Thank you for your comment, the text was revised based on the feedback provided
135	1/9/2018	michael.affeldt @lacity.org	CiviComment	Suggestion: "...that resembles the river in its natural state, it is...	48	Thank you for your comment, the text was revised based on the feedback provided
136	1/9/2018	michael.affeldt @lacity.org	CiviComment	This image will probably only make sense to people very familiar with streetscape design. Suggest it be changed.	54	Thank you for your comment, the image has been revised
137	1/9/2018	michael.affeldt @lacity.org	CiviComment	Standards need to comply with State of CA	63	Thank you for your comment, this has been added to the text
138	1/9/2018	michael.affeldt @lacity.org	CiviComment	When possible, use "river" instead of channel.	74	Thank you for your comment, the text was revised based on the feedback provided
139	1/9/2018	michael.affeldt @lacity.org	CiviComment	These improvements seem a bit out of scope of the plan, at least as depicted. An image is needed here that communicates how streetscape improvements like these are connected to the river and safety.	86	Thank you for your comment, the image has been revised
140	1/9/2018	michael.affeldt @lacity.org	CiviComment	This blurb must be outdated - there is no more CRA	5	Thank you for your comment, the blurb was updated to remove Los Angeles' Community Redevelopment Agency

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141	1/9/2018	michael.affeldt @lacity.org	CiviComment	City count should include Los Angeles if it does not.	10	Thank you for your comment, the City count was updated to "15" to include the City of Los Angeles
142	1/9/2018	michael.affeldt @lacity.org	CiviComment	What is meant here by "by-laws?" Are cities meant to enact these through their legislative processes?	12	Thank you for your comment, the terminology has been changed to protocols and guidelines…basically the Implementation Advisory Group would develop protocols and guidelines for project/program proposals.
143	1/9/2018	michael.affeldt @lacity.org	CiviComment	Goals and objectives of the plan should not be modified after the fact.	12	Thank you for your comment, this text has been clarified to indicate the Goals and objectives that may be modified are those of the Implementation Advisory Group, not the LLARRP. The IAG will evolve as the committees become more established and potentially added to…with associated changes to their goals.
144	1/9/2018	michael.affeldt @lacity.org	CiviComment	Agree with others who have suggested this image be changed.	4	Thank you for your comment, edits to the image have been made
145	1/9/2018	michael.affeldt @lacity.org	CiviComment	The projects need to be included in the primary document.	5	Thank you for your comment. The projects are now explicitly shown and labeled in Volume 1, Chapter 3 and have been moved up to Chapters 2 and 3 of Volume 2.
146	1/9/2018	michael.affeldt @lacity.org	CiviComment	Include the City of Los Angeles in this count if it is not.	5	Thank you for your comment, , the City count was updated to "15" to include the City of Los Angeles
147	1/9/2018	michael.affeldt @lacity.org	CiviComment	All cities should be represented on the management committee and not represented by a single rotating seat. This structure places an unrealistic coordination burden on the cities to meet separately, also in a public setting most likely, to determine position on items coming before the management committee. Cities should not be expected to speak through one another and should all have seats at the table, figuratively.	7	Thank you for your comment, the structure has been modified to reflect this condition.
148	1/9/2018	michael.affeldt @lacity.org	CiviComment	Clarity is needed on the makeup of the programs, funds, and project selection committee, given its duties as described of selecting projects to move forward and leverage funds.	8	Thank you for your comment, , any and all programs, funds, and projects would be available for consideration as long as they are consistent with the Plan's recommendations, projects, and templates; in addition, the "selection committee" now consists of the entire Implementation Advisory Group that--with its committees--will ensure all the programs/projects will be consistent with the Plan.
149	1/9/2018	michael.affeldt @lacity.org	CiviComment	Which Metro funds? Important to be specific.	10	Thank you for your comment. The majority of METRO funding for bridges, trails and open space will come from the 17% Local Return portion of the Measure M Expenditure Plan (increasing to 20% on July 1, 2039) which allows cities and the unincorporated county to use up to one-third of their local return for green streets as defined in Measure M and includes bridges and facilities for non-motorized traffic in the Measure M Final Guidelines definition of streets and roads, with additional funding for bridges and trails available from the 2% Active Transportation component of Measure M.
150	1/9/2018	bcinlb	CiviComment	Stormwater management very important for our environment.	94	Agreed - thank you for your comment.
151	1/9/2018	bcinlb	CiviComment	I think each of these--Workforce Development, Rent Control Ordinances, Locally-owned Businesses and Community Benefits Agreements are very important. The people who live and work near the river should not be displaced because of development. Please do all you can to make sure these policies and programs are part of the final plan and have teeth in them.	5	Thank you for your comment, these policies have been expanded upon in Chapter 3, the Toolkit is a standalone resource to the Plan

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#	Date Posted	User	Source	Comment	Section/ Draft Page	Response
152	1/9/2018	bcinlb	CiviComment	I think these signature projects are stunning, beautiful. I'd love to be around when at least one of them is a reality.	10	Thank you for your comments.
153	1/9/2018	bcinlb	CiviComment	We have some wonderful artists in Southern California--witness the Metro projects, which enhance public transportation. What about enlisting taggers to design some art along the river--give them a place to be part of the project.	18	Thank you for your comment. The artists for the projects have not been selected. Local artists within the corridor will be considered and prioritized.
154	1/9/2018	bcinlb	CiviComment	Willow Street is my closest access to the river. Creating multi-use trails instead of the ugly street ends we have now would be a big plus.	51	Thank you. The Plan seeks to do just this.
155	1/9/2018	bcinlb	CiviComment	I think that with all these changes, an effort should be made to maintain some consistent design elements. There should be a cohesive vision to guide both the upper and lower rivers. A patchwork of design will defeat the purpose of creating an LA River that is a unifying element for all the cities along its path.	74	Thank you for your comment, the LLARRP will be incorporated directly into the LA River Master Plan (LARMP) Update. Through this effort, a cohesive design for the upper and lower reaches of the LA River will be developed and coordinated with the steering committee selected for the LARMP update
156	1/9/2018	bcinlb	CiviComment	I'm glad you are involving the community. That's important. What about the community that first lived along the river: the Tongva-Gabrieleno Indians? I'd like to see their input into the plan. Their ancestors knew the river--what can they tell us that we, contemporary Angelenos, don't see?	3	The community outreach during the development of the Plan aimed to broadly reach the communities and groups surrounding the lower LA River. We understand that all groups may not have been reached and will continue outreach to groups such as the Tongva-Gabrieleno during development of the projects and the LA River Master Plan Update process for the entire 51-mile river.
157	1/10/2018	sldrill	CiviComment	Is there any potential to have vegetation along the banks and connected to the river channel? Right now this does not seem to incorporate any habitat improvements. Even if from an engineering standpoint there is a need for hardened banks, allowing some riparian vegetation in this area could allow for some water temperature improvements. Increased water temperature is one of the most intractable challenges to restoring instream habitat for native species. People could also benefit from opportunities for shade right along the banks. Perhaps some of the art could be moved onto the terraces.	15	Thank you for these comments - we agree that vegetation is important for healthy riparian systems and shade. Signature strategies evaluated the feasibility of including vegetation in the channel - please refer to Chapter 3 in Volume 2 for more details. Shade and art are being considered wherever possible along the river as part of the multi-use path enhancements.
158	1/10/2018	sldrill	CiviComment	This concept is a missed opportunity to improve habitat.	31	Thank you for your comment, habitat improvement has been added.
159	1/10/2018	sldrill	CiviComment	Can infrastructure for fishing (i.e. cleaning stations, areas for line disposal) be included?	42	Thank you for your comment. Infrastructure for fishing was not a component that will be included in the Plan - however, locations for these amenities and facilities will be evaluated as part of the full, 51-mile LARMP update
160	1/11/2018	ahicks	CiviComment	The check mark under operation & maintenance should be deleted for EIFDs. See Cal. Government Code section 53398.52 (a)(3), "A district may not finance routine maintenance, repair work, or the costs of an ongoing operation or providing services of any kind." (Same edit for this chart in Appendix G.)	12	Thank you for your comment, the image has been modified to remove O&M for EIFDs

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161	1/11/2018	ahicks	CiviComment	Suggested web resources for inclusionary housing policies: A presentation explaining Pasadena's inclusionary housing ordinance: https://ww5.cityofpasadena.net/wp-content/uploads/sites/3/2016/04/City-presentation-April-12-2016-.pdf A US Department of Housing and Urban Development (HUD) case study illustrating a successful inclusionary zoning outcome in San Francisco: https://www.huduser.gov/portal/casestudies/study-12162016.html	5	Thank you for your comment, these resources have been added
162	1/11/2018	ahicks	CiviComment	This section should include support for local street vendors operating along the river. Public Counsel recommends the following language: Jurisdictions should create inclusive opportunities for street vending at and around the Lower LA River, including: (1) providing designated vending space along the river; (2) encouraging and supporting vending on city-sidewalks leading to river access points and at river adjacent parks; (3) coordinating River Ranger, Sheriff, and local law enforcement efforts to avoid criminalization of street vending; and (4) supporting/funding vendor outreach and education to boost micro-entrepreneurship, promote small business development, and activate dynamic river adjacent areas.	8	Thank you for your comment, this text has been added
163	1/11/2018	ahicks	CiviComment	Additional web resource re street vending: http://www.streetvendorsforla.org/	7	Thank you for your comment, additional text on street vending provided by Public Counsel was added, web resource was not added as there are many types of businesses that will hopefully be supported by revitalization efforts and feel providing a resource just for street vending would indicate an inordinate focus.
164	1/11/2018	ahicks	CiviComment	If the intent of the web resources is to encourage the implementation of a rent control policy, then Public Counsel recommends excluding this analysis. The California Apartment Association, which sponsored this analysis, is a well-known opponent to rent control policies. We submit that the analysis is skewed against rent control and therefore not helpful.	10	Thank you for your comment, this resource has been removed
165	1/11/2018	ahicks	CiviComment	In order to encourage communities along the river to explore rent control, Public Counsel recommends these web resources: Tenants Together's rent control toolkit: http://www.tenantstogether.org/rent-control-toolkit City of Fremont Rent Control and Just Cause Eviction: Review of Programs: https://fremont.gov/RentResearchReport	10	Thank you for your comment, these resources have been added
166	1/11/2018	ahicks	CiviComment	This list is inaccurate. The cities of Campbell, Fremont, and Thousand Oaks should be deleted as they do not have rent control ordinances. The cities of Mountain View and Richmond should be included as they do have rent control ordinances - resulting from voter initiatives in 2016.	10	Thank you for your comment, this list has been updated

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167	1/11/2018	ShirleyBirosikLA WaterBoard	CiviComment	Regarding Beneficial Uses: As is clearly shown by the photo on Page A.1-92 (Figure A.1-44, entitled "Dry Weather Flows in the LLAR are Currently Conveyed to the Ocean"), and has been noted by wildlife agencies, multiple researchers and consultants, and the public, the Wildlife Beneficial Use (as defined by the Los Angeles Water Board's Basin Plan) is existing at many locations along the lower Los Angeles River, including the concreted sections. While the text in the last paragraph on Page A.1-90 mentions that baseflow (dry weather flows) may be an important resource for maintaining recreational and ecological uses of the LLAR during dry weather, there is no clear acknowledgement of the extensive shorebird use in the LLAR outside of the more traditional habitat area within the estuary. State and federal law require protection of existing beneficial uses; this needs to be acknowledged by the LLAR Plan. Protecting beneficial uses of regional waters is a key part of the Los Angeles Water Board's mission. The LLAR Plan should explicitly acknowledge this valuable beneficial use of the concreted sections of the lower Los Angeles River. We also hope discussion about revitalization will include exploring enhancements to realize some of the potential beneficial uses of the lower Los Angeles River.	92	Thank you for your comments about beneficial uses. The Water and Environment Plan Element Committee developed the objective to "Improve Environmental Quality," which specifically aims to protect, restore, or enhance the beneficial uses of the river. Although the designated beneficial uses are not specifically listed in the Plan for the sake of brevity, please see Chapter 1 of Volume 2 for a list of the baseline water quality priorities and impairments that were targeted to address beneficial uses.
168	1/11/2018	ShirleyBirosikLA WaterBoard	CiviComment		92	
169	1/11/2018	ShirleyBirosikLA WaterBoard	CiviComment	Potential Impacts to Beneficial Uses: Pages A.1-90 through A.1-92 discuss the possibility of and strategies for capturing either wet or dry weather flows, either in-channel or prior to it entering the channel. Shorebird use of the lower Los Angeles River is most pronounced during dry weather flows when there is a shallow sheet of water that spreads outside of the incised low-flow channel. The birds feed on algae and invertebrates associated with the algae that grow in these shallow areas. Water depth is critical to maintaining these areas. Should there be interest in harvesting dry weather flows, potential impacts to water depth in these areas must be thoroughly investigated first to ensure continued support for all aspects of the wildlife beneficial use.	92	Thank you for these comments concerning shorebird habitat. Impacts to water depth will be investigated during the design phase of any potential projects that aim to harvest dry weather flows. Any project implemented as a result of the Plan will undergo a full EIR/EIS process.
170	1/11/2018	ShirleyBirosikLA WaterBoard	CiviComment	Water Rights: While the Water Boards encourage re-use of water overall to enhance local water supplies, diverting water from a river must follow a permitting and licensing process conducted by the State Water Board, Division of Water Rights. The diverter must already have rights to the water or must obtain appropriative rights. In any case, a discussion of water rights should be included in the LLAR Plan.	94	Thank you for your comment, the next steps for the signature projects in Volume 2, Chapter 3 were updated to include this where applicable
171	1/11/2018	ShirleyBirosikLA WaterBoard	CiviComment	Rubber Dams: Throughout Appendix C there is mention of the possibility of using in-channel rubber dams to enhance recreational opportunities during dry weather. As described in our comments for Appendix A, there is extensive shorebird use of many concreted stretches of the river. Rubber dams could affect the wildlife beneficial use of the river. The Los Angeles Water Board has significant concerns about the use of rubber dams given the effect on instream flows and wildlife habitat and movement. Other resource agencies have also voiced concerns about use of rubber dams on the Los Angeles River. The Los Angeles Water Board supports actions to revitalize the lower Los Angeles River and support the river's myriad beneficial uses. If rubber dams are pursued, a comprehensive assessment needs to be undertaken to evaluate their effect on all beneficial uses and identify means to avoid or mitigate any negative effects so all beneficial uses can be supported by revitalization efforts.	3	Thank you for your comment, the next steps for the signature projects in Volume 2, Chapter 3 were updated to include this where applicable. Thank you for these comments concerning shorebird habitat. Impacts to water depth will be investigated during the design phase of any potential projects that aim to harvest dry weather flows. Any project implemented as a result of the Plan will undergo a full EIR/EIS process.

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172	1/11/2018	Jonathan Kraus	CiviComment	Based on the input of the adjacent neighborhood and the property owner, the former golf driving range north of the 405 freeway is proposed to be designated for a "neo-industrial" use in the City's updated Land Use Element to the General Plan. Therefore, it will likely not be an opportunity for open space. However, the remainder of the Wrigley Heights River Park would still be a candidate for the proposed signature project.	164	Thank you for your comment, this was caveated to reflect that the rendering is a conceptual rendering and may not be possible based on new zoning for this site
173	1/11/2018	Larry Rich	CiviComment	North arrow is pointing West	46	Thank you for your comment, the image has been revised.
174	1/11/2018	Jonathan Kraus	CiviComment	I don't see any line items in the budget for site acquisition, which will otherwise be a significant hurdle for the privately-owned properties.	180	Thank you for your comment, the cost estimates are preliminary these numbers represent the initial cost estimates and are within an order-of-magnitude estimates. These are not AACE Class IV cost estimates
175	1/11/2018	Jonathan Kraus	CiviComment	While the opportunity boundary extends down to the mouth of the LA River, the signature project described only includes the area around Willow Street. As discussed at a previous working group meeting, there are additional opportunities further south (i.e. Shoemaker Bridge) that would be good to call out in some fashion, if possible.	188	Thank you for your comment, these additional opportunities will be added as next step assessments for phased implementation for the Willow Street signature project in Chapter 3, Volume 2
176	1/11/2018	Larry Rich	CiviComment	Avila Park is not the official name of this park. The City of Long Beach refers to it as 21st & Hill Park. All references to to Avila should be changed accordingly.	53	Thank you for your comment, references to Avila Park have been changed to 21st to Hill Street Park
177	1/11/2018	Larry Rich	CiviComment	Avila Park is not the official name of this park. The City of Long Beach refers to it as 21st & Hill Park. All references to to Avila should be changed accordingly.	49	Thank you for your comment, references to Avila Park have been changed to 21st to Hill Street Park
178	1/11/2018	Larry Rich	CiviComment	Avila Park is not the official name of this park. The City of Long Beach refers to it as 21st & Hill Park. All references to to Avila should be changed accordingly.	46	Thank you for your comment, references to Avila Park have been changed to 21st to Hill Street Park
179	1/11/2018	ahicks	CiviComment	Include an attachment with the "Equity Principles" document prepared by Public Counsel to Appendix D (electronic copy provided to Dan Sharp via email). This document outlines the elements that the community has determined are crucial to equitable redevelopment along the LA River. It is the result of a lengthy collaboration process between numerous community groups, many of whom are members of the LLAR Working Group.	12	Thank you for your comment, a link to the Equity Principles document has been added to the plan.
180	1/11/2018	keith o	CiviComment	Where can I find information about what is the plan for DeForest Park? And will there still be time to add some ideas to Deforest park! like a swift water Rescue Command Center in this park ?	15	Thank you for your questions about DeForest Park. Please refer to Chapter 2 of Volume 2 for a fact sheet on the DeForest Park project site; because the site has already been designed and ground has broken on this project, so the Plan recommends additional building blocks to further advance the Working Group's goals and objectives.

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181	1/11/2018	Vincent Montalvo	CiviComment	I have several issues that are legal on how the group will be coming up to the approval process with all the municipalities that are involved. The last meeting was held in South Gate and the other municipalities are far away. How will any of the people be able to attend the meeting if its far away and out of their municipality. The brown act requires that the elected officials when discussing public fund or policies that the public have access and each municipalities have to follow this for there stakeholders. They are also excluding people with disabilities and not following the ADA regulations by having the working group in other municipalities where some stakeholder my not have transportation or means . I attended the meeting in Southgate and the meeting had no agenda , pamphlets, outreach material, translation or visual aid in any other language other than English the Brown Act Requires the agencies to provide documents so that the stakehold can know what's going on. I find this alarming since the majority of the communities are Spanish speaking in most of the municipalities. These meeting for the last two years have not met the ADA or Brown Act requirement that all elected official have to provide for their stakeholders. In no way should a municipality be allowed to discuss board business outside of its municipality without the general public from the municipality present or out of its jurisdiction. The group is trying to approve the design as a collective but they can not vote on anything outside of their municipalities because this disenfranchise their local stakeholders in each of their municipalities. In no way should this group be hurried up to make a decision on a design that has not had proper procedures apply like the Brown Act and ADA. The Los Angeles Flood Control Channel (aka LA River) need lots more attention of design and on the contamination of the water. In this first stage of the project none of the state or federal agencies where present. The upper part of theLos Angeles Flood Control Channle (aka LA River) has Failed and has been proven to be a high risk for the publics health , safety and welfare something all elected officials took an oath to protect. Let this serve as a Notice to all agencies that are involved that they are now informed of Brown Act and ADA violations.	5	Thank you for your comments. The location of the Working Group meetings rotates monthly throughout the cities of the Lower LA River corridor. Outreach for the public to attend these meetings is conducted through the working group member cities, agencies, and organizations. Live Spanish translation was available for several meetings for the public to use - headsets are available and someone translates to those interested parties. All Working Group meetings were held in public buildings, which meet ADA requirements - these locations have included YMCAs and community centers.
182	1/11/2018	MarkLopez	CiviComment	"because of the lack of resources." not because of an inherent devaluing or ignorance. They way this is written can lead a reader to take this statement and reinforce deficit perspectives on our communities. If the quoted text above is added to the end of this sentence, it will point to the larger issue of poor planning and lack of infrastructure maintenance and investment.	5	Thank you for your comment, sentence was replaced with: Despite it's intrinsic value, the river does not provide many benefits to surrounding communities, to clarify meaning
183	1/11/2018	MarkLopez	CiviComment	there is a grammar issue here. I assume it should read "...one that ensures that healthy community investments in these communities benefit existing families..."	9	Thank you for your comment, the wording has been updated.
184	1/11/2018	MarkLopez	CiviComment	the third "to" in this sentence should be deleted.	6	Thank you for your comment- all of the "to"s in this sentence are necessary to convey the correct meaning.
185	1/11/2018	MarkLopez	CiviComment	Will this number be updated to include the youth we presented to as part of the EYCEJ grant deliverables?	7	Thank you for your comment, the community outreach spread was updated with these outreach activates
186	1/11/2018	MarkLopez	CiviComment	Though not a Workgroup sponsored event, EYCEJ led the LA River Bike Toxic Tour, which presented information on the Lower LA River and served to create dialogue and get feedback from riders that was utilized for our participation in the workgroup. If I'm not mistaken, we had roughly 80 participants on the 2017 ride.	7	Thank you for your comment and for requesting this be added to the community outreach. The LA River Bike Toxic Tour was added to the community outreach spread
187	1/11/2018	MarkLopez	CiviComment	This section should be designed in a way to look more prominent. A header or larger bold font could be utilized to lift this up.	4	Thank you for your comment. The Plan has been revised to include this edit.
188	1/11/2018	MarkLopez	CiviComment	include comment here directing readers to Appendix D	4	Thank you for your comment, new detail regarding the toolkit policies is being included in Volume I Chapter 3.

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189	1/11/2018	MarkLopez	CiviComment	Not sure what is meant by "less safe areas". I recommend this be deleted and the sentence be reformatted to read "Displacement of people from their homes can cause people to move further from jobs or can cause them to become homeless."	5	Thank you for your comment, research shows that displacement can cause people to move to areas that are more environmentally degraded, more industrialized, etc. Which is important to note because of the irony of brining more "green" to an area can actually force existing residents to areas that are less so.
190	1/11/2018	Vincent Montalvo	CiviComment	All city, State , county and federal agencies should be present at all meeting for the public. The Bird Tready act of 1918 must be up held at all times through the design and consideration of the public being allowed in to wildlife areas. The CDC should also be involved as the Los Angeles Flood Control Channel (aka LA river) is part of the Pacific fly way. Birds from all over the world fly through the path every year. This can be very dangerous as in the past we have had outbreaks of the New castle deceased and other very contagious deceases that can put the health, Safety and welfare of the public at high risk. Currently there is also a huge problem with west nile virus and the tiger mosquito that is a known risk to the public. The water quality is also a very important factor about letting public near or in the water. Heal the bay has had many reports of the water contamination and the upper part of the Los Angeles Flood Control Channel (aka LA River) has been closed many time due to very high levels of contamination. What up stream will come down stream so why risk the publics health ,safety and welfare.	10	Thank you for your comments - the Working Group acknowledges the need to protect public health and safety and will be considering all of these issues during design of projects.
191	1/11/2018	MarkLopez	CiviComment	after "a few policies and programs which" please add "Lower LA River cities can implement" to create some clarity on who has primary jurisdictional power over what is being talked about.	5	Thank you for your comment, additional language clarifying city jurisdiction has been added to the Plan
192	1/11/2018	MarkLopez	CiviComment	This is a primary sentence where community stabilization is communicated as optional. Delete "may not be appropriate for all communities." This is not consistent with the almost two years of work done by the Committee focused on putting this portion together. Also delete "as a way to provide guidance and show support for these types of policies", as it communicates that these are add ons, not integral to the successful implementation of the revitalization plan. The sentence should read "The policies highlighted in the Toolkit are only a few of the programs and policies which would be beneficial, and the Working Group is committed to protecting corridor communities form the potential negative impacts of revitalization investment."	5	Thank you for your comment, additional language clarifying city jurisdiction and the purpose of the toolkit has been added to the Plan
193	1/11/2018	MarkLopez	CiviComment	This whole paragraph is filled with passive language that can be read as Community Stabilization not being essential to a successful revitalization. Please revise.	5	Thank you for your comment, additional language clarifying city jurisdiction and the purpose of the toolkit has been added to the Plan
194	1/11/2018	MarkLopez	CiviComment	grammar edit	10	Thank you for your comment, the text has been revised based on your feedback
195	1/11/2018	MarkLopez	CiviComment	spelling	10	Thank you for your comment, the text has been revised based on your feedback

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196	1/11/2018	Vincent Montalvo	CiviComment	The San Francisco Tactical Revitalization was a negative for long time residents of the area as this designed brought in more hip stores and killed all mom and pop stores that have been in the community for well over 40 years. These projects bring in high end items to low income areas that will not benefit from any of the revitalization of there area. In fact it will cause the Gentrification of the excesting Neighborhood as it has been well documented through California . This will lead to many long time residents being displaced out out of their neighborhood they lived in for many years. This will also raise the rents high above the average earned income in the area and add to the current homelessness issues and housing shortage through the different municipalities. Well the illustrations look nice the actual out come is much more sad for long time residents of these river communities. Please don't be fooled with pictures that are drafted up in an office. I invite any of you to come an see what all this revitalization projects do to our long time community members and how it affects the health of the public. The CDC released a study of Gentrification and even the CDC said its bad to the Health, safety and welfare of the public. the question that should be asked is. Why our elected officials ignoring the health , safety and welfare of the public?	8	Thank you for your insight and perspective. The goals and objectives of the Plan specifically list the importance of providing solutions that include designing to avoid displacement and gentrification and provide solutions that are safe and promote health for the communities. The Plan also developed a community stabilization toolkit intended to provide information to advocates and cities to support local businesses.
197	1/11/2018	MarkLopez	CiviComment	revise language on housing. We had several discussion at the Community Health, Equity and Economics committee on affordable housing being unaffordable and the opportunities for low income housing or other options. Perhaps change to "One of the few undeveloped Riverfronts should contain housing that is affordable to the current community economic context."	10	Thank you for your comment, the language on housing has been revised.
198	1/11/2018	MarkLopez	CiviComment	Each signature project should contain a page of analysis that focuses on the need (given the threat of potential displacement) and opportunities for implementation of community stabilization programs and policies. They should specifically name the cities, in this case Cudahy, Bell Gardens, South Gate and Bell, and lay out the path forward.	10	Thank you for your comment, this analysis which focuses on the need (given the threat of potential displacement) and opportunities for implementation of community stabilization programs and policies was performed for each project. The language was added to the Plan
199	1/11/2018	MarkLopez	CiviComment	Each signature project should contain a page of analysis that focuses on the need (given the threat of potential displacement) and opportunities for implementation of community stabilization programs and policies. They should specifically name the cities, in this case South Gate, Lynwood, Paramount and Downey, and lay out the path forward.	26	Thank you for your comment, this analysis which focuses on the need (given the threat of potential displacement) and opportunities for implementation of community stabilization programs and policies was performed for each project. The language was added to the Plan
200	1/11/2018	MarkLopez	CiviComment	A portion of the Community Center being dedicated space for local Native Nations (Tongva/Gabrielino, Ajachemen, Tataviam, Chumash) along with resources for programming for these Nations come up in several committee meetings. I don't see this reflected anywhere in the document. This would be a good section to include the potential for this asset.	35	Thank you for your comment. The potential for dedicating space to the local Native Nations has been added to this section.
201	1/11/2018	MarkLopez	CiviComment	Each signature project should contain a page of analysis that focuses on the need (given the threat of potential displacement) and opportunities for implementation of community stabilization programs and policies. They should specifically name the cities, in this case Long Beach, and lay out the path forward.	42	Thank you for your comment, this analysis which focuses on the need (given the threat of potential displacement) and opportunities for implementation of community stabilization programs and policies was performed for each project. The language was added to the Plan
202	1/11/2018	MarkLopez	CiviComment	use "allow" instead of "provide" so the sentence doesn't sound awkward.	50	Thank you for your comment, the text has been revised based on your feedback
203	1/11/2018	MarkLopez	CiviComment	Is this labeled incorrectly? Hollydale Park is in South Gate.	53	Thank you for your comment, the image has been revised to show "South Gate" instead of "Paramount"
204	1/11/2018	MarkLopez	CiviComment	Unincorporated East Los Angeles should be labeled here. We have found that many East LA residents who live within a few hundred yards of the Lower LA River do not think of themselves as living in a river corridor because the rail yards act as a huge barrier. This has impacts on the ability of residents to access the river, but also impacts the perspectives on the importance of preventing runoff contamination which flows into the LA River.	61	Thank you for your comment, the image has been revised to show "unincorporated LA"

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205	1/11/2018	MarkLopez	CiviComment	width	63	Thank you for your comment, the text has been revised based on your feedback
206	1/11/2018	MarkLopez	CiviComment	taken	64	Thank you for your comment, the text has been revised based on your feedback
207	1/11/2018	MarkLopez	CiviComment	delete this semicolon	84	Thank you for your comment, the text has been revised based on your feedback
208	1/11/2018	MarkLopez	CiviComment	This definition isn't very accessible. Consider revisiting notes from the Community Health, Equity and Economics committee for suggested language for gentrification and displacement.	6	Thank you for your comment, two definitions of gentrification are included in Volume II; the definitions used aimed to use committee feedback and capture national and academic understanding of the term; the definition used in Volume I is a nationally recognized and academic definition.
209	1/11/2018	MarkLopez	CiviComment	2 members from the Public Advisory Group should sit on the Management Committee as non-voting members of the Management Committee.	11	Thank you for your comment, the management structure…now the Implementation Advisory Group…now consists of a non-hierarchical group that includes the Public Advisory Committee that has an equal voice to other committee members.
210	1/11/2018	MarkLopez	CiviComment	Please remove fencing with barbed wire. Given the current anti-immigrant atmosphere in the country, and the growth of deportation and detention at detention centers, this type of imagery should not be included.	4	Thank you for your comment, the image has been revised based on this comment
211	12/6/2017	Gabe Mason-LB Parks and Rec	Email	Dotted line surrounding medallion should be made solid- as is, it is very distracting	18	Thank you for your comment. The image has been edited based on this feedback.
212	12/6/2017	Gabe Mason-LB Parks and Rec	Email	This example is good, but could we include a compelling one on this page instead of a parking lot bioswale? For example, what about the river gateways designed by Michael Amescua or something more engrossing?	19	Thank you for your comment. This photo and example were removed in the latest version of the Plan
213	12/6/2017	Gabe Mason-LB Parks and Rec	Email	Add multi-use trail to the legend and figure	35	Thank you for your comment. The image has been edited based on this feedback.
214	12/6/2017	Gabe Mason-LB Parks and Rec	Email	Pluralize artist	37	Thank you for your comment. The text was revised to make this edit.
215	12/6/2017	Gabe Mason-LB Parks and Rec	Email	Change "have" to "has" before "completed some"	37	Thank you for your comment. The text was revised to make this edit.
216	12/6/2017	Gabe Mason-LB Parks and Rec	Email	Trail and path hierarchy (i.e. primary, secondary etc.) would be useful in this diagram, even distinguishing in-channel trails/paths from those on/outside banks.	41	Thank you for your comment. The image has been edited based on this feedback.
217	12/6/2017	Gabe Mason-LB Parks and Rec	Email	After the word terracing in the first paragraph update "ease" to "eases" and "create" to "creates"	44	Thank you for your comment. The text was revised to make this edit.
218	12/6/2017	Gabe Mason-LB Parks and Rec	Email	Second paragraph: mention that equestrian facilities exist at this park too.	46	Thank you for your comment. The text was revised to make this edit.
219	12/6/2017	Gabe Mason-LB Parks and Rec	Email	Global: insert "Proposed Conditions" or similar wording on these types of pages to further differentiate from previous "existing conditions" pages.	50 (and general)	Thank you for your comment. The text was revised to make this edit.

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220	12/6/2017	Gabe Mason-LB Parks and Rec	Email	Global: use oxford comma to separate ideas.	55	Thank you for your comment. The text was revised to make this edit.
221	12/6/2017	Gabe Mason-LB Parks and Rec	Email	Orange callout: replaced "path" with "trail"	72	Thank you for your comment. The "trail" versus "path" language was discussed and vetted by the Working Group. The use of "path" instead of "trail" was the overall consensus of the Working Group.
222	12/6/2017	Gabe Mason-LB Parks and Rec	Email	Second column, second bullet replace "tie ups" with "ties"	74	Thank you for your comment. The text was revised to make this edit.
223	12/6/2017	Gabe Mason-LB Parks and Rec	Email	Global: replace "Multi-use path" with "Multi-use trail"	76 (and Global)	Thank you for your comment. The "trail" versus "path" language was discussed and vetted by the Working Group. The use of "path" instead of "trail" was the overall consensus of the Working Group.
224	12/6/2017	Gabe Mason-LB Parks and Rec	Email	For better legibility, show river channel in center to help differentiate existing/proposed trail types on east and west sides of river.	77	Thank you for your comment. The image has been edited based on this feedback.
225	12/6/2017	Gabe Mason-LB Parks and Rec	Email	Replace "10' " width for bike path with " 6'- 12' "	78	Thank you for your comment. The image has been edited based on this feedback.
226	12/6/2017	Gabe Mason-LB Parks and Rec	Email	Replace "10' " width for bike path with "10'- 12' "	79	Thank you for your comment. The image has been edited based on this feedback.
227	12/6/2017	Gabe Mason-LB Parks and Rec	Email	Design Criteria first bullet replace "with" with "width"	79	Thank you for your comment. The image has been edited based on this feedback.
228	12/6/2017	Gabe Mason-LB Parks and Rec	Email	First paragraph: Change "through strengthened identity" to "...through strengthening community identity..."	98	Thank you for your comment. The text was revised to make this edit.
229	12/6/2017	Gabe Mason-LB Parks and Rec	Email	Second Paragraph: change "A wayfinding system. This includes" to "A wayfinding system will include"	98	Thank you for your comment. The text was revised to make this edit.
230	12/6/2017	Gabe Mason-LB Parks and Rec	Email	Second paragraph correct the spelling for "unintended"	105	Thank you for your comment. The text was revised to make this edit.
231	12/6/2017	Mike Affeldt from City of LA	Email	be consistent with the number of cities- some places it says 12. some it says 14	General	This has been addressed throughout the Plan. There are 14 cities along the LLAR; however, 12 cities plus the City of LA are in the Working Group. There will be 15 cities included in the Implementation Advisory Group.

#	Date Posted	User	Source	Comment	Section/ Draft Page	Response
232	12/14/2016	Danmaclean (Danmaclean1 @hotmail.com)	Email	Thank you! This draft helps considerably toward me becoming involved in the LLARRP. I am interested in advocating for a small "pocket habitat" within Garvanza Park to help educate the public on watershed restoration. Garvanza Park has an excellent storm water management infrastructure, but could still benefit from a small native plant and habitat area that includes an educational component. I am also interested in a potential collaborative project with Eaton Corp Hydraulic Systems (4690 Colorado Blvd., Los Angeles) to create a riparian storm water detention area similar to North Atwater Park. Finally, I would like to see some viable native habitat or a storm water detention area like Atwater Park be included in the new Los Angeles Glendale Water Reclamation Plant Personnel Building site plan. The new LAGWRP plan should treat storm water that drains into the LAR at the point of the plant effluent river outfall.		Thank you for your comment. We are happy that this helps you become more involved in the LLARRP and in developing a small, pocket habitat within Garvanza Park. Please use the steps in Vol 1 and the information provided in Vol 2 to help guide you as you complete your park. The WEP is a standalone guide, which can also provide resources for habitat and watershed education for your project. Regarding the LA Glendale Water Reclamation Plant, that is beyond the scope of the Plan, but the LA River Master Plan Update will further consider potential for projects, habitat restoration and water quality improvements along the entire 51-miles of the river.
233	12/18/2018	Alejandro Yanez (yanez_a@msn. com)	Email	I had voiced an idea for a bicycle cafe located and the currently dilapidated American Legion located at Gardendale & Garfield in city of South Gate adjacent to lower LA river which would also be close to the new Metro station that will be coming up on Garfield and Imperial. A bicycle cafe would help in passenger can exit Metro train and ride a bike north or south on LA River?		Thank you for your comment. That is a great idea. The parcel that houses the American Legion is currently included in the project list in Volume 2, Chapter 2. We have updated the recommended building blocks for this site to include features consistent with a bicycle cafe.
234	12/18/2018	Luis Gomez (gomezluis0610 @yahoo.com)	Email	Create a them name I suggest or recommend a water increase,, to make it a public activity, a Canoe ride streaming from the start point or at water village into downtown the side concrete walls heading into the river , should be for family seating. This project will support the beautiful , miles that end in downtown and a vision for tourist attraction which will compensate, the $ costs and lets remember LA will also be have the Olympics again...Cheers on my idea to put into action worth the project plan for a better natural environmental for mankind and hope of the LA River....♡☆☆☆☆☆		Thank you for your comment. The Plan seeks to make the LLAR an enjoyable place for people to visit and the LA River Master Plan Update will further consider improvements to the entire 51-miles of the river.
235	12/16/2018	Richard Barth (busyday@ca.rr .com)	Email	The riverbed, in it's present state (with a thin sheet of water most of the year) is an important, critical stopping-off/foraging point for long-distant migrant shorebirds moving through in the spring and especially in the late-summer and fall, to and from their breeding grounds as far north as the Arctic regions. Foraging grounds for migrant shorebirds are disappearing all over North America. Please to do alter or take away this wonderful habitat. Even some Siberian shorebirds use the Pacific Flyway on migration and stop off to forage in habitat such as this.		Thank you for your comment. Environmental impacts will be evaluated as part of the design/implementation phases of each project. The LA River Master Plan Update will also further evaluate environmental restoration and impacts for the entire 51-mile river.
236	1/11/2018	LADWP	Email	The draft graphic does not represent LA River flow conditions during dry- weather. Please change to a graphic more representative of LLAR.	v	Thank you for your comment - this graphic will be updated to show less flow.
237	1/11/2018	LADWP	Email	Please define "river corridor" (1-mile radius along the LLAR)	16	Thank you for your comment - the river corridor was defined in this section.
238	1/11/2018	LADWP	Email	The 9 plans reviewed does not include the UCLA Study and the in-progress One Water LA Study.	16	Thank you for your comment. These plans were reviewed, however, not as part of the planning process used to establish the first set of opportunity areas. This was clarified in the text
239	1/11/2018	LADWP	Email	Global Comment - The LADWP Real Estate Group's guidelines for use of LADWP property associated with the Los Angeles River Revitalization Project shall apply. The guidelines can be found at the following web address: www.ladwp.com under the Partners – Real Estate tab.	25 & 26	Thank you for your comment, this was included in the Next Steps for the Signature projects and templates and in Volume 2, Chapter 3
240	1/11/2018	LADWP	Email	Global Comment - The original land use for the properties in question were intended for use by the Power System. The proposed improvements deviate from this use and may require a Conditional Use Permit (CUP).	25 & 26	Thank you for your comment, this was included in the Next Steps for the Signature projects and templates and in Volume 2, Chapter 3

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241	1/11/2018	LADWP	Email	Global Comment - Bridge widenings and other crossings need to be reviewed and approved by LADWP.	25 & 26	Thank you for your comment. This was added to 'Next Steps' for the Signature projects and templates and in Volume 2, Chapter 3
242	1/11/2018	LADWP	Email	Global Comment - Access to towers may be impacted. Elevated crossings will need evaluation.	25 & 26	Thank you for your comment, this was added to 'Next Steps' for the Signature projects and templates and in Volume 2, Chapter 3
243	1/11/2018	LADWP	Email	Global Comment - Under Environmental Contamination Sites and Brownfields, the closed Exide Battery Plant near the LA River was not mentioned in the report.	25 & 26	Thank you for your comment. The content was edited from "Exide" to "Exide Battery Plant" for clarification.
244	1/11/2018	LADWP	Email	Global Comment - Other projects, such as City of South Gate's Urban Orchard and Caltrans I-710 Freeway Corridor Projects are in same area and may conflict with this report.	25 & 26	Thank you for your comment, these have been considered as part of the Plan. Development of the Plan included coordination with these projects and plans
245	1/11/2018	LADWP	Email	Global Comment - Please note; several of the parcels owned in fee by LADWP's Power System may have existing easements that can affect the proposed improvements. A thorough investigation of land records identifying easement holders, including the assessment of land rights, will require approval from those identified easements; if required.	25 & 26	Thank you for your comment, this was included in Volume 2, Chapter 3 where applicable
246	1/11/2018	LADWP	Email	Global Comment - No structures, improvements, or construction activities of any kind whatsoever will be allowed within the LADWP Transmission Line Right of Way without the written approval of the LADWP Power System.	25 & 26	Thank you for your comment, this will be included in the Next Steps for the Signature projects and templates and in Volume 2, Chapter 3
247	1/11/2018	LADWP	Email	Global Comment - Power System's comments shall not be construed as an approval of this plan.	25 & 26	Thank you for your comment, this was taken into consideration as the Plan is revised
248	1/11/2018	LADWP	Email	Global Comment - Additional conditions may be required following review of final detailed site plans, grading/drainage plans, etc.	25 & 26	Thank you for your comment, this was taken into consideration as the Plan is revised
249	1/11/2018	LADWP	PDF attachment to email	Change utility easement to the LADWP Transmission Line Corridor	30	Thank you for your comment, the text was revised to reflect this comment.
250	1/11/2018	LADWP	PDF attachment to email	Label LADWP Towers, new access roads to the towers will be required if the path is eliminated	33	Thank you for your comment, text was added to identify LADWP Towers, reflect this comment. While important, the level of detail access road requirements is beyond the scope of this plan and shall be c onsidered during the design phase.
251	1/11/2018	LADWP	PDF attachment to email	Change utility easement to the LADWP Transmission Line Corridor	34	Thank you for your comment, the text was revised to reflect this comment.
252	1/11/2018	LADWP	PDF attachment to email	Label LADWP Towers, update label from Utility Easement Park to Utility Real Property Fee Interest Park	35	Thank you for your comment. The label was updated to say Utility Corridor for the level of detail required for the plan. During the design phase additional discussion of property use will contine.
253	1/11/2018	LADWP	PDF attachment to email	Why is this text repeated?	39	Thank you for your comment, new text has been added in this location to reflect the correct topic.
254	1/11/2018	LADWP	PDF attachment to email	Change utility easement to utility corridor	41	Thank you for your comment, the text was revised to reflect this comment.
255	1/11/2018	LADWP	PDF attachment to email	Change utility easement to the LADWP Transmission Line Corridor	46	Thank you for your comment, the text was revised to reflect this comment.
256	1/11/2018	LADWP	PDF attachment to email	Illustrate LADWP Towers	48	Thank you for your comment, LADWP towers were added to the drawing
257	1/11/2018	LADWP	PDF attachment to email	Label LADWP Towers, clarify and provide more information about the ampitheater location	49	Thank you for your comment, labels for the the LADWP towers were added. Further detail about the ampitheater location will be discussed and created during the design phase for the project.
258	1/11/2018	LADWP	PDF attachment to email	Illustrate all LADWP Towers	51	Thank you for your comment, LADWP towers were added to the drawing

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259	1/11/2018	LADWP	PDF attachment to email	Illustrate all LADWP Towers	52	Thank you for your comment, LADWP towers were added to the drawing
260	1/11/2018	LADWP	PDF attachment to email	Clarify how the bridge parks and terracing will impact the LADWP Towers and access.	52	Thank you for your comment, this topic is further discussed in Volume 2 Chapter 3. Additional detailed plans will be created during the design phase of the project.
261	1/11/2018	LADWP	PDF attachment to email	Show Dead end Tower required 300 ft. clearance	57	Thank you for your comment, this site plan is not meant to be all incompassing. This level of detail is discussed in Volume 2 Chapter 3 and will be examined further during the design phase
262	1/11/2018	LADWP	PDF attachment to email	Illustrate all LADWP Towers	57	Thank you for your comment, LADWP towers were added to the drawing
263	1/11/2018	LADWP	PDF attachment to email	Add "Adherence to and provisions for safety, including comfort" to the safety and comfort section	74	Thank you for your comment, the text was revised to reflect this comment.
264	1/11/2018	LADWP	PDF attachment to email	add and applicable to the final sentence of the description section	76	Thank you for your comment, the text was revised to reflect this comment.
265	1/11/2018	LADWP	PDF attachment to email	Add adhere to all applicable codes and regulations, including permitting with the proper authority having jurisdiction	106	Thank you for your comment, this design criteria is meant to guide the concept forming for the sites and is not exhaustive. Similar language was added to the next steps page and will be examined during the design phase of the project
266	1/11/2018	LADWP	PDF attachment to email	add infruststructure aftter communities and before and the environment	115	Thank you for your comment, the text was revised to reflect this comment.
267	1/11/2018	LADWP	Email	Global Comment - How will low-flow channel enhancements affect shorebird algal mat habitat? The low-flow channel appears wider and deeper. Any proposed mitigation? What is projected water demand for vegetation in low-flow channel?	33	Thank you for your comment. Environmental impacts will be evaluated as part of the design/implementation phases of each project. The LA River Master Plan Update will also further evaluate environmental restoration and impacts for the entire 51-mile river. During the design/implementation phase projects will be designed with water resiliency for all infrastructure and habitat. This detail was added to 'Next Steps' for the Signature projects and templates and in Volume 2, Chapter 3
268	1/11/2018	LADWP	Email	Shrubs are shown on the southern side of the project's scope in the low-flow channel section of the Cudahy River Road (see illustration). Will these plants be climate appropriate?	35	Thank you for your comment, the plantings proposed within the LLAR are consistent with the LA River Master Plan Landscaping Guidelines and Plant Palettes
269	1/11/2018	LADWP	Email	Will paint chipping harm ecosystem?	37	Thank you for your comment, the paint included will be non-toxic and environmentally friendly
270	1/11/2018	LADWP	Email	The term waterfront implies water will be present. What is the expectation of flows?	44	Thank you for your comments. For the foreseeable future, water can be expected in the low flow channel - the term waterfront is therefore used to make the text accessible to the public (vis-à-vis using jargon like "riparian"). Please see Volume 2, Chapter 1 for a summary of baseline flow conditions for expectation of flows.

#	Date Posted	User	Source	Comment	Section/ Draft Page	Response
271	1/11/2018	LADWP	Email	Large amounts of vegetation are shown in low-flow channel section of the Rio Hondo Confluence (see illustration). Will these plants be climate appropriate? Has a water demand estimation been performed?	51	Thank you for your comment, the plantings proposed within the LLAR are consistent with the LA River Master Plan Landscaping Guidelines and Plant Palettes The water demand will be determined in the next phase of project implementation. This analysis was added to 'Next Steps' for the Signature projects and templates and in Volume 2, Chapter 3.
272	1/11/2018	LADWP	Email	In the illustration, where does the added vegetation come from? In addition, should shorebird habitat be present in the 'Existing Conditions' illustration? This is not consistent with sentence on page 62, which shows this area as "host to emerging wildlife habitat and other volunteer vegetation."	65	Thank you for your comment. The added vegetation is for illustrative purposes only to demonstrate that additional vegetation could be added at this site. This level of detail would be addressed during the design phase for the project. The "existing conditions" illustration shows the vegetation as a green mat at this location and is similar in detail to the Cudahy River Road and Rio Hondo Confluence Sites "Existing Conditions" figures.
273	1/11/2018	LADWP	Email	In the illustration, the algal mat is not shown north of W Willow St., please consider adding.	67	Thank you for your comment, the image was revised based on this comment
274	1/11/2018	LADWP	Email	Visual interest may come at a cost of concrete channel enhancements reducing the amount of shorebirds present. If shorebirds are affected, then a facet of visual interest is hurt. In addition, please clarify 'short-term' in "short-term plant growth."	90	Thank you for your comment, environmental impacts will be evaluated as part of the design/implementation phases of each project. The LA River Master Plan Update will also further evaluate environmental restoration and impacts for the entire 51-mile river. The term short-term was not defined because this is the public facing document, a greater level of detail can be found in Volume 2 Chapter 3.
275	1/11/2018	LADWP	Email	Good sentence stating, "While some section may not be changed drastically (or at all), others might be reconfigured in order to improve...habitat provision..." Important to not negatively impact shorebirds. This sentence adds the element of sound judgment when considering the implementation of concrete channel enhancements. Furthermore, "hydraulic flow modeling should be completed to minimize impact on river flow, safety, and existing habitat." Please add underlying sentence to reflect habitat of shorebirds. In addition, similar to soft-bottom conditions, there should be an exception to low-flow channel modifications where shorebirds gather (approximately lower six miles of the LAR).	92	Thank you for your comment, this has been corrected.
276	1/11/2018	LADWP	Email	"Terraces should be considered as places to rest and view the river" Viewing the River seems to indicate viewing while flow is present. Will people be allowed to sit in these areas during rain events? What is the water demand expectation?	97	Thank you for your comment, people will not be allowed in the channel during rain events, as discussed in Volume 2, Chapter 1, Section 3.14.5. The flow expectation has been added to Next Steps for applicable signature projects and templates in Volume 2, Chapter 3.

#	Date Posted	User	Source	Comment	Section/ Draft Page	Response
277	1/11/2018	LADWP	Email	Good language with stating, "Not every section will be modified, and not every strategy will be applied to each modification; site- and design-specific solutions should be selected on a case-by-case basis. Please clarify the definition of 'volunteer vegetation'. Assuming volunteer vegetation is natural vegetation not anthropogenically added, volunteer vegetation would be naturally opportunistic. Please recognize that LA River flow levels may change in the future.	98	Thank you for your comment, The term volunteer vegetation was not defined because this is meant to be a the public facing document and not go into much technical detail, greater level of detail regarding this topic can be found in Volume 2 Chapter 3.
278	1/11/2018	LADWP	Email	The planned Long Beach Municipal Urban Stormwater Treatment (LB-MUST) facility will collect and treat stormwater before it enters the LA River. This may significantly reduce dry-weather flows to the LLAR.	A.1-98	Thank you for your comment. While the LB-MUST will reduce some dry weather flows from the City of Long Beach, the majority of current dry weather flows are contributed from upstream water reclamation facilities. Please refer to the narrative in Volume 2, Chapter 1 for estimation of dry weather flow contributions.
279	1/11/2018	LADWP	Email	Please include a footnote citing the source of the data and explaining that flow might not be reliable in the future. The following excerpt on Page A.1-90 does discuss potential reduced discharge from the WRPs but most planners/designers will use the numbers from the table without reading the limitations on these data. This will impact any channel enhancements designs in the LLAR. "Like wet weather flows, the baseflow may also have limited utility as a local resource because (1) it is unreliable (future changes in water reclamation practices could reduce discharge from upstream plants) and (2) it may be an important resource for maintaining the recreational and ecological uses of the LLAR during dry weather. While the estimates reported in this section represent the best available data at present time, additional studies are also adding to the body of knowledge within the LLAR, including current work by One Water LA, the University of California – Los Angeles, and the Nature Conservancy."	A.1-100	Thank you for your comment. The current narrative includes verbiage that data is cited in previous subsections. A footnote was added to clarify uncertainty of future flows.
280	1/11/2018	LADWP	Email	"This sub-section will establish Baseline Conditions for ecosystems and floodplains so that the PEC can recommend strategies to restore the LLAR's natural functions. The Baseline Conditions include the amount and quality of vegetated space, the degree of habitat connectivity, acreage of soft-bottom channel and wetlands, the presence of significant ecological areas, habitat for threatened and endangered species, and the degree of floodplain connectivity." Please recognize that LA River flow may change in the future. Baseline conditions should identify current conditions, and should be defined within the document. Concern with the use of "baseline condition" as it implies that this is the minimum condition required. Should be referred to as "existing condition" only.	A.1-108	Thank you for your comment. In this case, "Baseline condition" refers to this as the starting point - a snapshot of where the LLAR was at the start of the Plan. LA River flow changes will be included as a constraint to the building blocks and a next steps analysis for several signature projects. Flow evaluations will be on-going as the projects are implemented
281	1/11/2018	LADWP	Email	Please clarify off-channel riparian and wetland habitat. The habitat should keep in mind that dry-weather flows from the LAR may decrease in the future. The sentence in the leading paragraph states, "nodes exist in some locations in the overbank area near the river."	A.1-109	Thank you for your comment. This has been clarified in text.
282	1/11/2018	LADWP	Email	Numbered incorrectly and include "Must not negatively impact utility infrastructure."	A.3-13	Thank you for your comment, the text was revised to correct the numbering and add the statement to the building block constraints
283	1/11/2018	LADWP	PDF attachment to email	Update easement text to say LADWP right of way. Clarify tower before the word footings, add "will require further review" for the final basics bullet point, update 200-foot clearance to say 300-ft clearance	A.3-21	Thank you for your comment, the text was revised to reflect these comments.

#	Date Posted	User	Source	Comment	Section/ Draft Page	Response
284	1/11/2018	LADWP	Email	Insert "Must have adequate clearance from power lines."	A.3-28, 30, 32, 34, 36,40, 44, 48,50,57, 59, 61, 69, 73, 75,80, 82, 84, 90, 100,104, 106,111, 113	Thank you for your comment, these building blocks were updated to include the statement "Must have adequate clearance from power lines"
285	1/11/2018	LADWP	Email	Please recognize that LA River flow may change in the future, which may affect kayaking activities.	A.3-86	Thank you for your comment, the text was updated to include LA River flow changes as a building block constraint
286	1/11/2018	LADWP	Email	Please recognize that LA River flow may change in the future, which may impact this plan to "foster wild life." Any planned habitat should be native and climate appropriate.	A.3-109	Thank you for your comment, text was added to clarify that the planned habitat should be native and climate appropriate
287	1/11/2018	LADWP	Email	Insert "Must not negatively impact utility infrastructure."	A.3-115, 117, 118, 122,124, 126,128, 130,132, 136	Thank you for your comment, the Building blocks were updated to include the statement "Must not negatively impact utility infrastructure."
288	1/11/2018	LADWP	Email	Impacts to wildlife (shorebirds), with inundation and rubber dams should be listed as a constraint.	A.3-140	Thank you for your comment, Impacts to wildlife (shorebirds), with inundation and rubber dams was added as a constraint
289	1/11/2018	LADWP	Email	Replace LADWP Easement with LADWP Property	A.4-24	Thank you for your comment, the text was revised based on the feedback provided
290	1/11/2018	LADWP	Email	Replace LADWP Easement with LADWP Transmission Line Corridor	B-7	Thank you for your comment, the text was revised based on the feedback provided
291	1/11/2018	LADWP	Email	Replace LADWP Easement with LADWP Transmission Line Corridor	Opportunity 62	Thank you for your comment, the text has been revised to reflect the correct wording
292	1/11/2018	LADWP	Email	Replace LADWP Easement with LADWP Transmission Line Corridor	C.1-2	Thank you for your comment, 'Upper Segment Easement' is the name selected by the Working Group for this particular project.
293	1/11/2018	LADWP	Email	The upper easement area (vacant lot on District Boulevard) is considering having a wetlands and a water recreational area. What would be the source of water for this wetlands? Please recognize that LA River flow may change in the future, which may impact plans to use river water for the wetland and recreational area.	C.2-1	Thank you for your comment, The water sources and water demand analysis will be evaluated during the conceptual development of the project.
294	1/11/2018	LADWP	Email	The easement is located between the LA Forebay and Montebello Forebay. Since this project is not located within the Central Basin Forebays, recharged water would be perched and therefore augmentation credit through WRD is unlikely.	C.2-5	Thank you for your comment, this was added as a site specific constraint for this project, in Volume 2, Chapter 3
295	1/11/2018	LADWP	Email	Please note, Power Easement is Power Fee owned property.	C.2-5	Thank you for your comment, this was added as a site specific constraint for applicable projects, , in Volume 2, Chapter 3

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296	1/11/2018	LADWP	Email	Although the property along the LADWP Transmission Line Right of Way (TLRW) is owned by the City of Los Angeles, it is under the Jurisdiction of LADWP. It should be noted that the LADWP TLRW(s) are integral components of the transmission line system, which provides electric power to the City of Los Angeles and other local communities. Their use is under the jurisdiction of the Federal North American Electric Reliability Corporation (NERC). Safety and protection of critical facilities are the primary factors used to evaluate secondary land use proposals. The TLRW serves as a platform for access, construction, maintenance, facility expansion and emergency operations. Therefore, the proposed use may, from time to time, be subject to temporary disruption caused by such operations and would not be considered public lands as a facility operated and maintained by LADWP.	C-2.6	Thank you for your comment, this was added as a site specific constraint for applicable projects, , in Volume 2, Chapter 3
297	1/11/2018	LADWP	Email	20' pedestrian trail may be needed for LADWP access	C.2-18, 19	Thank you for your comment, The cost estimates are preliminary and will be further evaluated during the next phases of the project. A note has been added to the cost estimate to reflect that this may require reevaluation in the next phase.
298	1/11/2018	LADWP	Email	Delete "electrical utility towers" and add "Los Angeles Department of Water and Power Towers"	C.2-6	Thank you for your comment, the text was revised based on the feedback provided
299	1/11/2018	LADWP	Email	Replace the word "easement" with "Fee"	C.2-11	Thank you for your comment, the text was revised based on the feedback provided
300	1/11/2018	LADWP	Email	Replace "power transmission easement" with "Fee owned transmission line corridor"	C.2-11	Thank you for your comment, the text was revised based on the feedback provided
301	1/11/2018	LADWP	Email	Add the word "tower" before the word "footing"	C.2-11	Thank you for your comment, the text was revised based on the feedback provided
302	1/11/2018	LADWP	Email	Delete "each 230 kV and 500 kV transmission" and add "the 230kV LADWP Transmission Line"	C.2-11	Thank you for your comment, the text was revised based on the feedback provided
303	1/11/2018	LADWP	Email	Change "200'" to "300'"	C.2-11	Thank you for your comment, the text was revised based on the feedback provided
304	1/11/2018	LADWP	Email	Add "Will require further detail review to determine proper clearances." to the end of the bullet "Retain a 15-foot setback to nearest basin where 230 kV underground transmission lines cross portions of the right-of-way"	C.2-11	Thank you for your comment, the text was revised based on the feedback provided
305	1/11/2018	LADWP	Email	Replace "easement" with "Fee real property interest"	C.2-11	Thank you for your comment, the text was revised based on the feedback provided
306	1/11/2018	LADWP	Email	Replace "easement" with "fee"	C.2-11	Thank you for your comment, the text was revised based on the feedback provided
307	1/11/2018	LADWP	Email	Replace "easement" with "transmission line corridors"	C.2-11	Thank you for your comment, the text was revised based on the feedback provided
308	1/11/2018	LADWP	Email	Add "and adherence to federal, state, and local regulations, ordinances, and statutes associated with high voltage power lines." to the end of the last paragraph on the page	C.2-11	Thank you for your comment, the text was revised based on the feedback provided
309	1/11/2018	LADWP	Email	Add "and detailed design"	C.2-12	Thank you for your comment, the text was revised based on the feedback provided
310	1/11/2018	LADWP	Email	Replace "easements" with "fee"	C.2-17	Thank you for your comment, the text was revised based on the feedback provided
311	1/11/2018	LADWP	Email	Replace "easement" with "LADWP Transmission Line Corridor"	C.2-17	Thank you for your comment, the text was revised based on the feedback provided
312	1/11/2018	LADWP	Email	Please note, Power Easement is Power Fee owned property.	C.4-5	Thank you for your comment, the text was revised based on the feedback provided
313	1/11/2018	LADWP	Email	Add "fee property" after "LADWP"	C.4-6	Thank you for your comment, the text was revised based on the feedback provided

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314	1/11/2018	LADWP	Email	Replace "easement" with "Real Property Fee Interest" and replace "easement lease agreement" with "the LADWP Transmission Line Corridor"	C.9-1	Thank you for your comment, the text was revised based on the feedback provided
315	1/11/2018	LADWP	Email	Replace Easement with Transmission Line Corridor	C.7	Thank you for your comment, 'Upper Segment Easement' is the name selected by the Working Group for this particular project. However, any language regarding 'easement' has been changed to 'transmission line corridor'
316	1/11/2018	LADWP	Email	Increased vegetation within the LA River will increase consumptive use.	C.4-14	Thank you for your comment, this was included as a next step in Volume 2, Chapter 3 where applicable
317	1/11/2018	LADWP	Email	"Other Concrete Channel Enhancement features, including widening of the low- flow channel and in-river structures (cross vanes, spurs with boulder cluster crossings, and vegetated bendway weirs), were added to the existing conditions model to evaluate the impacts of the features, individually and cumulatively, to determine the spacing of the structural features, if feasible. Please refer to the Concrete Channel Enhancement template for detailed modeling assumptions of features." How much is the low-flow channel planned to be widened by?	C.4-35	Thank you for your comment, further clarification is provided in the Concrete Channel Enhancements Template, hydraulic modeling analysis. Refer to Volume 2, 3.10 for details
318	1/11/2018	LADWP	Email	Discusses effects of widening the low-flow channel. Low-flow channel adds 0.28- ft of freeboard (thus decreasing the WSEL: is this for the design flow rate?) In addition, there's a footnote at the bottom of the chart that states changes in WSEL (+/-) "portray impact per feature and not cumulative impact of all features). How was the design flow rate determined?	C.4-36	Thank you for your comment, the text was revised based on the feedback provided
319	1/11/2018	LADWP	Email	Discusses widening the low-flow channel and impact to the WSEL. How much is the low-flow channel planned to be widened by?	C.6-32	Thank you for your comment, further clarification is provided in the Concrete Channel Enhancements Template, hydraulic modeling analysis. Refer to Volume 2, 3.10 for details
320	1/11/2018	LADWP	Email	"The proposed source for stormwater for both configurations would be from dry weather flows in the low flow channel of the LLAR." Following the sentence above in Section C.6.4.4, it discusses irrigation demands, but acknowledges existing water upstream may be restricted and reused instead. Please note or state that this is a consumptive use and may not be feasible due to future flow conditions of the LAR.	C.6-34	Thank you for your comment, this has been addressed as a site constraint.
321	1/11/2018	LADWP	Email	Mentions possible configurations (4 total) that include (1) creating wetlands and recharge basins by pulling water from LAR and Dominguez Gap Wetlands, (2) using a pump station to pull flows (5-20 cfs from LAR to basins). Please note or state that this would be a consumptive use and would be dependent on future flow conditions of the LAR.	C.7-6	Thank you for your comment, this was included as a next step in Volume 2, Chapter 3 where applicable
322	1/11/2018	LADWP	Email	Section C.7.4.3 -- The project discusses diverting the LA River and Dominguez Gap Wetlands for groundwater recharge. Who will get the recharge credit? If it's not in the Forebay area of the Central Basin, it would likely need to be injected. It's a good possibility that a portion of the water is from a WWRP and would therefore compete with some of the other consumptive uses on the River. This is site is located in north Long Beach.	C.7-16	Thank you for your comment, Feasibility of Groundwater recharge is a site constraint. The potential to conduct groundwater recharge in the Wrigley Heights northern site will be further evaluated as part of a feasibility study. The feasibility study would determine if dry-wells or injection wells will be a viable option for recharge as well. However, if feasible, groundwater recharge would replenish the West Coast Groundwater Basin, similar to the LACFCD's Dominguez Gap recharge basin on the westside of the LA River.

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323	1/11/2018	LADWP	Email	Mentions diverting stormwater from the LAR for groundwater recharge/infiltration purposes with approximately 100 cfs. Would this also capture dry-weather flows?	C.7-18	Thank you for your comment, the 100 cfs diversion rate is intended to capture storm-flows. The facility would also be designed to capture dry-weather flows. However, the rate in which the facility would be able to capture dry-weather flows will be based on the facility design (pumps and diversion rate) and the recharge basin's storage capacity and infiltration rate. This has been clarified in the text
324	1/11/2018	LADWP	Email	Mentions that Configuration 3 is the preferred alternative with (1) Create wetlands and recharge basins by pulling water from LA River and Dominguez Gap Wetlands – construct spillways between the basins that can double as dry weather overlooks (2) Use the pump station to pull flows (5-20 cfs) from LA River to the basins - *consumptive use* . Please note or state that this is a consumptive use and may not be possible due to future flow conditions of LAR.	C.7-19	Thank you for your comment, the potential for this project is a consumptive use and the feasibility of this project must also consider the future flow conditions within the LA River during dry-weather, therefore, this language has been added to "Next Steps"
325	1/11/2018	LADWP	Email	Please define wetland as the 1981 US ACOE definition: "Wetlands are areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions."	E.71	Thank you for your comment, the definition of wetland was vetted by the Working Group through multiple reviews of the Watershed Education Program.
326	1/11/2018	LADWP	Email	Add "and utilities" after "14 cities"	G.4	Thank you for your comment, the text was revised based on the feedback provided
327	1/11/2018	LADWP	Email	Change "IRF" to "IFR" in the last paragraph.	H.10	Thank you for your comment, the text was revised to address this comment
328	1/11/2018	LADWP	Email	Add "Reviews by the responsible LADWP engineering disciplines and operation and maintenance personnel would be required before any subsurface infiltration trenches are allowed within the LADWP Transmission Line Right of Way."	H.13	Thank you for your comment, this table lists 'potential projects'. Final project review and approval will be conducted during the next implementation phase.
329	1/11/2018	LADWP	Email	Replace "DWP Transmission Easement" with "DWP Transmission Line Right of Way."	H.13	Thank you for your comment, the text was revised to address this comment
330	1/11/2018	LADWP	Email	Second to last sentence add ", infrastructure, " before "and the environment"	115	Thank you for your comment. The text was edited based on this statement
331	2/13/2018	LADWP	Email	Also include in Cudahy River Road and Rio Hondo Confluence Signature Strategies	3.2-11	Thank you for your comment. These bullets were added to the Cudahy River Road and Rio Hondo Confluence Signature Strategies
332	2/13/2018	LADWP	Email	Remove "Retain a 15-foot setback to nearest basin where 230 kV underground transmission lines cross portions of the right-of-way"	3.2-11	Thank you for your comment. This text was deleted from Volume 2, Chapter 3
333	2/13/2018	LADWP	Email	Remove "Retain a 15-foot setback to nearest basin where 230 kV underground transmission lines cross portions of the right-ofway"	1.3-30	Thank you for your comment. This text was deleted from Volume 2, Chapter 1

#	Date Posted	User	Source	Comment	Section/ Draft Page	Response
334	1/9/2018	Stuart Rapeport	Email	Name: Stuart Rapeport Contact info: Stuart@rapeport.com A proposal: La Regina dela Rio de Los Angeles I have had this idea for a couple of years, but haven't figured out whom to share it with. Originally it was to be an art installation, incorporating remnants from the Gambling Ship with imagined replicas of how the casino might have looked and felt. But now that Governor Brown is pro-casino why not place a real casino in the river channel. It could be built like an amphibian vehicle with wheels if the water is shallow and with a flat bottom so that it can also float on the river. It would only need one semi-large room a galley or kitchen and restrooms. It would be fun for folks to board the boat at one of the docks in Long Beach and float up toward Hawaiian Gardens where gambling could take place. Obviously more information would be required to attract some investors. That is why I thought the L.A. River Corp. might like to get involved. And the profit from the small riverboat casino could help pay for maintenance of the river's upkeep and some tax funds for the cities along the river itself. stuart Rapeport	General	Thank you for your comment. Artistic elements and sources of funding for river projects will be considered for the Lower LA River Implementation Advisory Group, which will form and start meeting following the release of the finalized Plan. Please check at LowerLARiver.org for updates and ways to be involved.
335		FOLAR	Letter	The Draft Plan provides very minimal improvements to the Lower LA River's ecological health or its natural river-functions		Thank you for this comment. The goals and objectives of the plan were developed collaboratively by the Water and Environment Plan Element Committee and include objectives to improve environmental quality and to conserve, enhance, and restore habitat, biodiversity, and floodplain functions. Each project alternative was individually evaluated for building blocks that advance these objectives within the realm of engineering feasibility. According to the established metrics, the Plan will advance Water and Environment objectives to a high degree throughout each river segment. "Each project will require further study to more fully look at environmental restoration potential during the conceptual development and design phases.
336		FOLAR	Letter	As examples of projects taken to a higher level of design and concept, the Signature Concepts should include clear amenities that provide greater improvements to the river's ecological health as underscored by the established Water and Environment Goals, Objectives and Metrics	26	Thank you for this comment. The design elements of the signature projects were collaboratively reviewed by the Working Group, and all reasonable efforts were taken to incorporate elements to improve the ecological health of the river, including low flow channel modifications that will provide opportunities for temporary vegetation establishment and refuge for fauna, incorporation of habitat corridors and native vegetation, and opportunities for stormwater capture and treatment. During development of each signature project, further study is needed to fully assess the potential for environmental restoration

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337		FOLAR	Letter	The Signature Concepts should also identify and prioritize site-specific opportunities to meet the plan's Goals and Objectives that are limited at other locations	26	Thank you for this comment. The design elements of the signature projects were collaboratively reviewed by the Working Group, and while some site cannot accommodate components that advance all Water and Environment objectives, Plan-level scoring suggests that the Water and Environment objectives would be advanced throughout each river segment.
338		FOLAR	Letter	the Draft Plan should describe what further study or analysis would be necessary to incorporate better improvements to the river's ecological health and natural riparian functions	Chapter 4	Thank you for this comment - this has been addressed by adding specific language regarding next steps to the discussion of each signature project in Volumes 1 and 2.
339		FOLAR	Letter	Though intended, the Draft Plan did not include the robust community outreach and engagement the working group originally desired	129	Thank you for your comment, the Draft Plan included a wide range of community outreach, including bike tours, community workshops, pop-up events, trail etiquette training sessions, river clean up event (hosted by FOLAR) and youth outreach. The outreach also included 2 surveys, which were open for public input for over 8 months. Please see Volume 2 Chapter 6 for details. Community outreach will continue during the development of each project and the LA River Master Plan Update process.
340		FOLAR	Letter	Engage the print and broadcast media to help build awareness about the Plan and its potential impact for the Lower River communities	general	Thank you for your comment, this will be considered as part of the overall next steps for the Plan. This will also be considered during the LA River Master Plan Update process.
341		FOLAR	Letter	Develop a public engagement strategy that includes a sustained platform of engagement, such as a website and management team to provide steady updates to the public on the progress of the Revitalization plan. This is particularly important as "Signature Concepts" are further refined and implemented through what will hopefully be an increasingly robust public process	general	Thank you for your comment, The Implementation Advisory Group will meet periodically to continually advance the projects, goals, and objectives of the Plan. Community engagement and involvement can continue beyond February through the lowerlariver.org website. A continuous public engagement strategy will be considered as a next step for the Plan. Community based organizations should also consider organizing a coalition to continue this effort.
342		FOLAR	Letter	**the Draft Plan could provide greater transparency and public input**	general	Thank you for your comment, the Plan aims to convey the transparency of the development of the Plan development process and share the community engagement conducted during the process. The Plan has also been revised to reflect comments received from the public during the comment period
343		FOLAR	Letter	the goals and objectives included in Appendix A should be synthesized into a report and included as a chapter in the Draft Plan	8	Thank you for your comment, the Goals and objectives have been expanded upon in Volume I (a 2 page spread has been added to Volume 1) and Volume II.

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344		FOLAR	Letter	the Community Stabilization Toolkit should be included as a main chapter in the Draft Plan	Appendix D	Thank you for your comment, a longer introduction, including descriptions of the policies in the community stabilization toolkit, has been added to Volume 1, Chapter 3. The Community Stabilization Toolkit will not be an Appendix to the Plan, but will be a standalone resource available on the website with the Plan
345		FOLAR	Letter	the Comment period for the draft Plan should be extended from January 11 to January 30	General	Thank you for your comment, to help meet the State's deadline of submitting the Plan by March 1, 2018, the team set the comment period from December 7, 2017 to January 11, 2018. This provided the needed time to finalize the Plan and work individually with Working Group members to address their comments prior to providing consensus on the Plan at the February 1, 2018 Working Group Meeting.
346		TNC	Letter	The Nature Conservancy is dedicated to the protection of the lands and waters on which life depends. In Los Angeles County, our focus on the upper Los Angeles River involves demonstrating natural infrastructure solutions for stormwater and dry weather flows. We are pleased that the Plan calls for the integration of nature-based solutions into the Plan's signature and recommended projects in and near the lower stretches of the river. Nature-based solutions can yield multiple benefits for river-adjacent communities, including additional open space for recreation and habitat, among many others.	general	Thank you for your comments.
347		TNC	Letter	Furthermore, the Plan succeeds at stating a vision for the river that accounts for nature's needs and communities' desire for revitalization without gentrification. We support the Plan's goals and objectives that attempt to strengthen vulnerable communities that have experienced decades of disinvestment and to create in the river a sense of place and possibility without displacement.	general	Thank you for your comments.
348		TNC	Letter	The Plan has limitations, however, that we hope will be addressed in the County's Los Angeles River Master Plan update. Although the Plan offers a vision for projects and templates within two miles of the river, it is not a watershed plan, nor does it integrate an ecological baseline to guide future project development and maximize habitat enhancement. In 2016, The Nature Conservancy completed a feasibility study to evaluate hydrological options for water capture and habitat restoration at the river in the Glendale Narrows. We recommend the inclusion of a similar study for the remaining sections of the river as planning efforts continue. The study, Water Supply and Habitat Resiliency for a Future Los Angeles River: Site-Specific Natural Enhancement Opportunities Informed by River Flow and Watershed-Wide Action Study, may be accessed and downloaded here.		Thank you for your comment, the Plan was focused on the 19-mile lower river corridor and investigated solutions on 1-mile either side of the river. Planning will continue on the LA River including the LA River Master Plan Update and AB 466 to further assess environmental restoration in more reaches and portions of the LA River watershed.
349		TNC	Letter	Finally, while the Plan devotes hundreds of pages to projects, it reserves only a few in Appendix G, on governance and funding, for what comes next. The governance structure has been discussed in recent Working Group meetings, and The Nature Conservancy supports the changes that have been recommended to ensure community participation. Nevertheless, as the planning process concludes there is much more work to be done to contextualize how the signature and recommended projects will be proposed, approved, permitted, funded, constructed, managed, and integrated into a comprehensive river program that results in environmental and community gains beyond the sum of their parts.		Thank you for your comment, one of the Implementation Advisory Group's first order of business is to further refine the project development process and maximizing each project's potential.

#	Date Posted	User	Source	Comment	Section/ Draft Page	Response
350		SCE	Letter	Southern California Edison (SCE) appreciates the opportunity to review and provide comments on the Lower LA River Revitalization Plan (Plan). The Plan is designed to be a watershed-based plan to address and improve conditions along the corridor within one mile of either side of the Los Angeles River from Vernon to Long Beach.		Thank you for your review of the Plan.
351		SCE	Letter	SCE understands that the Plan proposes projects that may impact SCE's rights-of-way. The proposed projects should not impose constraints on SCE's ability to access, maintain, and operate its current and future facilities. SCE's rights-of-way and fee-owned properties are purchased for the exclusive use of SCE to operate and maintain its present and future facilities. SCE will review any proposed use of SCE's right-of-way on a case-by-case basis.		Thank you for your comment, Volume 2, Chapter 3 'Next Steps' and 'Constraints' includes verbiage regarding needing to obtain approval. This will be necessary in next implementation stages.
352		SCE	Letter	In the event the proposed projects impacts SCE facilities or its land-related rights, please forward three (3) sets of plans depicting SCE's facilities and associated land rights to the following location: Real Properties Department Southern California Edison Company 2 Innovation Way PIV 2 – Second Floor (Land Management) Pomona, CA 91768 As the Plan moves forward with implementation, SCE also respectfully requests to be included as a member of the Plan's stakeholder committees or subcommittees related to infrastructure and impacts to SCE's facilities. SCE looks forward to working with the various agencies, cities, and stakeholders involved with the Lower LA River Revitalization Plan as it moves forward. If you have any questions, please do not hesitate to contact me at 626-302-3362 or huynhmc@sce.com.		Thank you for your comment, this will be necessary in next implementation stages.
353		LAW (LA Waterkeeper)	Letter	We commend the Lower LA River Working Group's (Working Group) efforts to work toward equitable access to the River and enhanced amenities for community members who face a disproportionate pollution burden and a lack of access to green space. From attending many Working Group meetings, it is clear that the organizers faithfully strove to bring together a diverse group of stakeholders to connect communities to each other and to the River, while attempting to advance policies that will minimize gentrification and displacement. Many of the proposals presented, especially in terms of opening new green spaces, advancing community-driven input and launching the Watershed Education Plan, present exciting opportunities for both community well-being and river health.		Thank you for your review of the Plan and participation in the Working Group meetings.
354		LAW	Letter	At the same time, from attending meetings and reading the Draft Plan, we have found that there has been minimal focus on the ecological health of the River. In particular, we are concerned about the Draft Plan's lack of emphasis on long-term watershed health strategies, focus on beautification rather than ecological health, and encouragement of even more development in the floodplain. We are particularly concerned as a plan such as this one has the strong potential to set a precedent for other watershed and river planning efforts, has strong ramifications for community health, and – if not done properly - could foreclose future efforts to restore the LA River for the maximum benefit to the community. All people deserve access to a healthy river. With that in mind, we compiled the following points for your consideration before adopting a final plan.		Thank you for your comments.

#	Date Posted	User	Source	Comment	Section/ Draft Page	Response
355		LAW	Letter	The Plan Should Propose Watershed-Level Changes That Help to Address Environmental Challenges and Community Needs		Thank you for your comment, the Plan was focused on the 19-mile lower river corridor and investigated solutions on 1-mile either side of the river. Planning will continue on the LA River including the LA River Master Plan Update and AB 466 to further assess environmental restoration in more reaches and portions of the LA River watershed.
356		LAW	Letter	Assembly Bill 530, authored by Assembly Speaker Anthony Rendon, was passed to revitalize the River through "watershed-based planning methods." However, the current Draft Plan does not use the concept of a watershed as its foundation. The U.S. Environmental Protection Agency defines a "watershed" as "the land area that drains to one stream, lake or river."1 It is thus an interconnected drainage system that has implications not only for stream health, but also for drinking water, recreation, public health and economic growth.		Thank you for your comment. The Working Group determined an appropriate level of effort for the Plan would be focus on the river corridor and watershed investigation where possible. The planning efforts did consider areas draining directly to outfalls along the Lower LA River (Volume 2 introduces and discusses the area tributary to the LLAR corridor).
357		LAW	Letter	The Draft Plan currently proposes changes to a corridor one mile to either side of the River, referred to throughout the Draft Plan as the "one-mile buffer." This corridor is arbitrary and is based on design, rather than hydrology. These demarcations may discourage planners and community members from thinking about the interconnectedness of projects as they relate to the environment. The Draft Plan currently proposes many individual projects, but does not consider how they relate to one another.		Thank you for your comment. The Working Group determined an appropriate level of effort for the Plan would be focus on the river corridor including 1-mile either side of the channel. The planning efforts did consider areas draining directly to outfalls along the Lower LA River (Volume 2 introduces and discusses the area tributary to the LLAR corridor).
358		LAW	Letter	One example of the need to think on the watershed scale is the relationship between water quality, recreation and human health. We are in favor of increasing access to recreational opportunities and reconnecting people to the River's water itself, but we think that all planning efforts needs to consider public health as part of this process. A watershed-level focus is necessary to addressing pollution so that community members can recreate in a clean river. Thinking on a corridor level means that addressing water quality becomes reactive rather than proactive when we really need to address pollution at its source.		Thank you for your comment. Public health was one of the focuses of the Plan and considered during Community Economics, Health and Equity committee meetings and included in the Plan. This will continue to be one of the focuses during project development.
359		LAW	Letter	The Draft Plan discusses the creation of a governance authority, called the Lower LA River Revitalization Management Committee (Chapter 4, page 123). We agree that a governance authority is needed to bring together the many perspectives that relate to the River, but we strongly urge that this committee be part of a larger watershed governance structure. There could be a management authority that oversees the Lower LA River specifically and responds to, empowers and elevates community voices and concerns. At the same time, such an effort must connect to and include direct collaboration with the Upper LA River to ensure cohesive planning at a watershed level.		Thank you for your comment. Per AB 530 and the development of the Revitalization Plan by the Working Group, the Plan and associated governance through the Implementation Advisory Group considers proposed programs/projects and multi-use opportunities for community benefits along a 2-mile wide area around the river. Collaborative discussions with the upper River Cooperation Committee would occur through the decisions of the IAG once the Group becomes formalized.
360		LAW	Letter	With a watershed-level planning structure, decisions about flow regimes, for instance, could be made together. There was a great amount of interest in recreational opportunities at Working Group meetings, which led to conversations about installing rubber dams, such as downstream of Atlantic Avenue, the Rio Hondo Confluence and the Compton Creek Confluence. Instead of investing in new infrastructure that could be environmentally harmful, it would be better to have watershed-level conversations about the amount of flow that should be reaching the Lower LA River.		Thank you for your comment. In-channel design features and approaches will be further studied during the development of projects such as the Upper Segment Easement, Rio Hondo Confluence and Compton Creek Confluence projects.

#	Date Posted	User	Source	Comment	Section/ Draft Page	Response
361		LAW	Letter	The Draft Plan indicates that green and complete streets could be great additions to river planning, and we agree that distributed green infrastructure on a watershed scale is key (Chapter 3, page 109). It would be great to take these suggestions a step forward by also engaging community members in this process. In addition to the watershed education program, a training and certification program for local watershed-focused landscaping professionals would also provide new job opportunities. The Draft Plan currently suggests that one of the best ways to avoid environmental gentrification and displacement is to design "small scattered projects rather than only big ticket ones" (Chapter 4, page 118). Parcel-scale green infrastructure changes would help to improve watershed health and create local economic opportunities, while helping to avoid rapid investment that could spur displacement. Neighborhood-scale green infrastructure projects (greening of parks, schools and streets, for example) can also provide water quality and other community benefits, but should be undertaken in ways that minimize displacement.		Thank you for your comment, the Community Stabilization Toolkit includes workforce development including training and certification programs for landscaping professionals. As an introduction to the signature projects and templates, the policies that apply to each project or template are presented as an introduction to each. Thank you for your comment regarding "Parcel-scale green infrastructure changes would help to improve watershed health and create local economic opportunities, while helping to avoid rapid investment that could spur displacement. Neighborhood-scale green infrastructure projects (greening of parks, schools and streets, for example) can also provide water quality and other community benefits, but should be undertaken in ways that minimize displacement." Volume 2, Chapter 2 includes numerous opportunities to achieve just this thing. By incorporating the policies presented in the Community Stabilization Toolkit, displacement can be minimized. The Plan recommends community based organizations to lead in advocacy with communities to educate and involve them in planning of projects and templates throughout the lower river.
362		LAW	Letter	Provide a definition for "watershed" and explicitly demonstrate how the proposed projects connect to the watershed and work together to improve its health.		Thank you for your comment. A definition for watershed was added to Volume 1, Chapter 1.
363		LAW	Letter	Change the scope of planning from a corridor approach to a watershed approach.		Thank you for your comment. Based on the State's March 1, 2018 deadline, the Working Group determined an appropriate level of effort for the Plan would be focus on the river corridor and watershed investigation where possible. The planning efforts did consider areas draining directly to outfalls along the Lower LA River (Volume 2 introduces and discusses the area tributary to the LLAR corridor).
364		LAW	Letter	Incorporate the governance structure into a larger watershed-level agency that includes community stakeholders while considering the larger interconnected context.		Thank you for your comment, the main purpose of the Implementation Advisory Group is for consideration of proposed projects/programs related to the Lower LA River. In so doing, the interconnected watershed would always be a consideration. Watershed-based organizations would be free to participate at IAG meetings, as would IAG representatives be able to join watershed-wide discussions.
365		LAW	Letter	Increase opportunities for community members to participate in distributed, residential green infrastructure projects as well as multi-benefit, neighborhood-scale projects (with protections against displacement), particularly as opportunities for green job creation.		Thank you for your comment. The Plan recommends community based organizations to lead in advocacy with communities to educate and involve them in planning of projects and templates throughout the lower river. The Community Stabilization Toolkit includes workforce development including opportunities for green job creation.

#	Date Posted	User	Source	Comment	Section/ Draft Page	Response
366		LAW	Letter	The Plan Should Provide a Template for Long-Term Thinking about River Restoration that Maximizes Open Space and Floodplain Reclamation		Thank you for this suggestion. Although there is no specific template for this, the values of river restoration and floodplain restoration are embedded in the goals and objectives of the Water and Environment plan element. These components will be developed in collaboration with the Implementation Advisory Committee during Plan implementation.
367		LAW	Letter	The Draft Plan accepts the current almost-fully concretized state of the River as a given without presenting any alternatives, which could include removing concrete from sections of the stream bottom to restore them to a soft-bottom habitat. It would be helpful to see maps and models showing different scenarios of what it would take to remove concrete from the River over a long-term scenario so that community members and partners could make their own conclusions about what they would like to see. We strongly believe that all Angelenos deserve access to a living river, not just a concrete channel. Even if this is not a possibility in the short-term, it is important to consider long-term strategies for restoration. A concrete-lined, highly-modified channel will never be a healthy river.		Thank you for these comments. Concrete removal and naturalization were investigated by the Working Group, and the results of the engineering feasibility analysis and modeling are reported in Chapter 3 of Volume 2.
368		LAW	Letter	The Draft Plan should also address climate change and the risk of increasingly variable precipitation events and rising likelihood of drought and water scarcity, both of which have implications for community and river health. There should be efforts to reconnect the River with its floodplain in order to maximize local water capture, slow down and clean water and provide open space to the community. As Appendix A, Page 116 states, “The LLAR is almost completely devoid of connections to flood plain storage outside of the channel proper.” It is encouraging to see the proposal of new riverside parks and wetlands that could provide the River more room to breathe, such as at the Rio Hondo Confluence. At the same time, we could be pursuing this topic in a more assertive way, such as by offering to provide fair compensation for riverfront industries to move to a new location in order to open more space next to the River for community and watershed well-being. Working Group and community members discussed options to “acquire large industrial parcels to create a park,” for instance, for several sections of the River, including the Atlantic Boulevard to Firestone Boulevard section and in Long Beach (Appendix C 2.1). This concept could be promising as part of a larger planning concept.		Thank you for your comment. Several locations were considered for affordable housing and the parcel in South Gate was identified by the Working Group as one of the possible locations. Further analysis and assessment of development potential for this site and it's effect on river restoration will occur during the project's development
369		LAW	Letter	Troublingly, the Draft Plan proposes new housing next to the River. The “Cudahy River Road Signature Concept” section states, for instance: “LA has a housing shortage. One of the few undeveloped Riverfronts should contain some affordable housing when it is developed” (Chapter 3, Page 28). While we fully agree that there is a need for affordable housing and applaud the Community Stabilization Toolkit’s concepts (Appendix D), building any type of housing or new development next to the River in a floodplain is irresponsible. This is particularly true as we face a future of increasingly variable precipitation, meaning the riverfront areas will become more vulnerable to flooding. Increased development along the River will also likely foreclose future opportunities for River restoration and access.		Thank you for your comment, the concepts and renderings were well vetted by the Working Group through several rounds of meetings and reviews. Proposing that the vacant lot in South Gate be used for affordable housing was the decision of the Working Group.
370		LAW	Letter	Explore concepts for river restoration that extend beyond accepting the almost fully-concretized Lower LA River as a given and give the public more options for long-term strategies		Thank you for these comments. Concrete removal and naturalization were investigated by the Working Group, and the results of the engineering feasibility analysis and modeling are reported in Chapter 3 of Volume 2.

#	Date Posted	User	Source	Comment	Section/ Draft Page	Response
371		LAW	Letter	Consider the effects of climate change in revitalization planning.		Thank you for your comments. The Working Group acknowledged the need to address climate change, drought resiliency, and floodplain connectivity, as established in the goal and objectives of the Water and Environment plan element.
372		LAW	Letter	Build more affordable housing based on the suggestions in the Community Stabilization Toolkit – just not next to the River – and limit new developments along the River.		Thank you for your comment. Several locations were considered for affordable housing including the parcel in South Gate as part of the Cudahy River Road project. Further analysis and assessment of development potential for affordable housing sites and it's effect on river restoration will occur during the project and template development
373		LAW	Letter	The Plan Should Focus More on Ecological Health Improvements and their Relationship to Community Well-Being		Thank you for your comment. A more in depth discussion of the goals and objectives of the plan has been added to bring more focus to the types of improvements desired for this area.
374		LAW	Letter	The Draft Plan defines the River as a potential amenity in terms of recreation and economic development, yet it largely overlooks the need to improve the River's ecological health. Having access to a healthy river is another type of community benefit. We think it's great to construct bridges to increase neighborhood connectivity and to support public artworks that reflect the community's cultural uniqueness. At the same time, these design concepts should not take the place of planning that aggressively pursues improved stream health.		Thank you for this comment. The goals and objectives of the Water and Environment plan element discuss the value of ecosystem services to the community. The design elements of the signature projects were collaboratively reviewed by the Working Group, and all reasonable efforts were taken to incorporate elements to improve the ecological health of the river, including low flow channel modifications that will provide opportunities for temporary vegetation establishment and refuge for fauna, incorporation of habitat corridors and native vegetation, and opportunities for stormwater capture and treatment.
375		LAW	Letter	Ecological health indicators, including habitat restoration, water quality and quantity and environmental quality consistently score lower than most other metrics within the Draft Plan's Opportunity Assessments (Appendix B). It is unclear how these scores were calculated. The Building Block "stream restoration" is rarely mentioned as a benefit of the proposed projects. River health benefits appear to be more of an afterthought than at the forefront of efforts.		Thank you for these comments - while not all projects have the opportunity to maximize water and environment objectives using the Plan's established building blocks, the objectives are well balanced with other plan elements throughout each river segment (see scoring in Chapter 3 of Volume 1). The Plan development framework was specifically developed to establish equality between the goals of each plan element. As described in Chapter 1 of Volume 2, the stream restoration building block applies primarily to daylighted storm drain tributaries and was applied where possible; naturalization of the LA River proper was addressed with the concrete channel modifications template discussed in Chapter 3 of Volumes 1 and 2. Score calculation methods are described in Chapter 1 of Volume 2.

#	Date Posted	User	Source	Comment	Section/ Draft Page	Response
376		LAW	Letter	We would like to see plans that are more purposeful about providing community amenities and contributing to river health at the same time. For instance, the Draft Plan's proposals to modify the low-flow channel are not restoring the river to any higher level of health or providing additional shade or green space to community members, while they may be costly (Chapter 3, page 98). Even in the Willow Street soft-bottom section, there are plans for experiencing this area differently with new pedestrian pathways, but there's hardly a mention of the need to improve its water quality or ecological health as part of this process.		Thank you for these comments. The Plan development framework was specifically developed to establish equality between the goals of each plan element, and efforts were made by the Working Group to balance the objectives of each Plan Element at each project opportunity.
377		LAW	Letter	We were glad to see such a robust Working Group membership, including community leaders, environmental non-profits and elected and agency officials. At the same time, there were few scientific members of the group with a specialty in river health, which could have added another layer to discussions. The Working Group leadership seemed to take for granted that everyone was on the same page in terms of ecological health during the full working group meetings, meaning that there were few opportunities for dialogue about this subject. Bringing in more local scientific voices, particularly from Lower LA River communities, would be particularly beneficial for future discussions.		Thank you for your comment. The Working Group was selected by the Secretary of Natural Resources in consultation with the LA County Board of Supervisors to represent the lower river. Technical experts and working group organizations were part of the Water and Environment committee meetings, which discussed development of goals and objectives and projects related to flood risk management, water conservation, water quality, ecosystem services and environmental restoration
378		LAW	Letter	Reconsider project ideas in terms of boosting ecological health metrics and illustrate how scores are calculated		Thank you for these comments - while not all projects have the opportunity to maximize water and environment objectives using the Plan's established building blocks, the objectives are well balanced with other plan elements throughout each river segment (see scoring in Chapter 3 of Volume 1). The Plan development framework was specifically developed to establish equality between the goals of each plan element. As described in Chapter 1 of Volume 2, the stream restoration building block applies primarily to daylighted storm drain tributaries and was applied where possible; naturalization of the LA River proper was addressed with the concrete channel modifications template discussed in Chapter 3 of Volumes 1 and 2. Score calculation methods are described in Chapter 1 of Volume 2.
379		LAW	Letter	Demonstrate the connection between river and community health in planning efforts, rather than separating these concepts		Thank you for these comments. The Plan development framework was specifically developed to establish equality between the goals of each plan element, and efforts were made by the Working Group to balance the objectives of each Plan Element at each project opportunity.

#	Date Posted	User	Source	Comment	Section/ Draft Page	Response
380		LAW	Letter	Include more biologists, ecologists and hydrologists, particularly from local communities, in planning efforts.		Thank you for your comment. The Working Group was selected by the Secretary of Natural Resources in consultation with the LA County Board of Supervisors to represent the lower river. Technical experts and working group organizations were part of the Water and Environment committee meetings, which discussed development of goals and objectives and projects related to flood risk management, water conservation, water quality, ecosystem services and environmental restoration. The LA River Master Plan Update process will consider technical experts as part of the planning process.
381		LAW	Letter	We have a trained team of water quality and ecological health monitoring volunteers from our River Assessment Fieldwork Team (RAFT) and Community Water Watch Programs. We are currently collecting baseline ecological data from several sections of the Lower LA River and watershed-wide stormwater data. Please let me know if we can support future efforts through environmental monitoring and analysis.		Thank you for offering your support. The future project implementation and LA River Master Plan Update processes will consider assistance from technical experts
382		Public Counsel	Letter	I submit these comments and recommendations regarding the Draft Lower LA River Revitalization Plan (Draft Plan) on behalf of Public Counsel. I have also included specific edits in the working document. It has been a pleasure to serve on the LLAR Working Group and I commend you and your team for managing this lengthy and sometimes difficult process. Overall, we are pleased that the Draft Plan has raised the issues of equity and displacement in a positive and informative manner. On that note, we would like to see these issues highlighted more and presented as a necessary element rather than as a suggestion or option. We urge you to include the following:		Thank you for your participation and comment.
383		Public Counsel	Letter	A more robust discussion of the Community Stabilization Policies and Programs that are described in Appendix D in the body of the Draft Plan		The summaries of the Community Stabilization Toolkit were included in Volume I and each signature project/template as applicable.
384		Public Counsel	Letter	As you know, Public Counsel collaborated with numerous community groups, including many members of the LLAR Working Group, to develop what we call the “Equity Principles” (attached). It outlines a set of principles that the participants determined to be crucial for equitable redevelopment along the LA River. Please consider attaching the Equity Principles to Appendix D, perhaps as a separate attachment.		Thank you for your comment, a reference to the equity principles in Volume I Chapters 3 and 4 and a link to the document were included.
385		Public Counsel	Letter	A page should be added to each of the signature concepts illustrating its specific policy goals, describing potential community impacts and tying those impacts to the applicable Community Stabilization Policies and Programs		Thank you for your comment, The summaries of the Community Stabilization Toolkit were included in Volume I and each signature project/template as applicable.
386		Public Counsel	Letter	The Management Committee should have at least one member from the community. Since the Working Group has so clearly identified the importance of community-driven outcomes for the river’s revitalization, it only makes sense that the community be given a top-level voice in its management going forward		Thank you for your comments. Changes have been made to the governance structure to include representation by the Public Advisory Committee, please see updated Volume 1 Chapter 5 for updated structure.

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387		Public Counsel	Letter	At the last Working Group meeting, we viewed renderings, which showed street vendors operating along the river. We applaud their inclusion. However, the Draft Plan does not mention any policies relating to street vendors. At the very least, the Draft Plan should state that revitalization should enhance opportunities for permitted vending along the river; and that there be a coordinated effort with the cities to support vendors and encourage healthy food vending. (I have included more specific policy language in Appendix D – Locally-owned Business Support of the working document.)		Thank you for your comment, The suggested language regarding inclusive opportunities for street vendors was added in the Community Stabilization Toolkit.
388		LACBC	Letter	GOVERNANCE STRUCTURE The Implementation Plan Element Committee was introduced to the Working Group and tasked with recommending a governance structure that would ensure projects along the Lower LA River follow the direction and guidance established as part of the Lower LA River Revitalization Plan. Currently the structure consists of three seats, one of which is a city representative from one of the Lower LA River cities; however, having just one city represent all of the nearly 20 cities along the River does not provide for equitable representation of the diverse communities within those cities. **LACBC recommends for an increase in governing board seats to allow for the Lower LA River cities to be more adequately represented.** The draft recommendation for the LLARRP governance structure does not reflect the many communities and various interests that have been represented on the Working Group and are seen throughout the Lower LA River communities. With no public seats on the governing board, accountability and transparency are of concern. **LACBC recommends the addition of at least one seat on the governing board, to be reserved for a member of the public and appointed through an open process.**		Thank you for your comment, changes have been made to the governance structure to include concurrent representation from all 15 adjacent cities as well as representation by the Public Advisory Committee.
389		LACBC	Letter	Community based organizations, including LACBC, engaged local residents through a series of community events tailored to introduce the community to the LLARRP and gather their thoughts on the draft concepts; however, the short timeline for the plan to be produced did not allow for the Working Group to hear and integrate the public's input. The short timeline and limited budget allocation also prevented CBOs from bringing the LLARRP process and draft to established community groups and events that could have brought greater engagement from the public. **LACBC recommends a continuous public engagement strategy that works with established community organizations and events to introduce and educate the greater public on the finalized LLARRP**		Thank you for your comment, public engagement and involvement will continue beyond the completion of the Plan. Once established, communities are welcome to attend and participate at the Implementation Advisory Group (IAG) and Public Advisory Committee meetings. One of the responsibilities that IAG will have is to identify a group to implement the Watershed Education Program - to engage and educate the communities. Also, the lowerlariver.org website will continue to provide updates and information about the planning efforts in the Lower LA River.

#	Date Posted	User	Source	Comment	Section/ Draft Page	Response
390		LACBC	Letter	The Lower Los Angeles River Revitalization Plan does, however, create multiple community benefits and has begun much-needed dialogue around: ● Greater and safer multimodal connectivity to and from river-adjacent communities through multi-use trails, bicycle and pedestrian bridges, and new wayfinding; ● A multi-pronged approach at supporting community residents' need for access to public and open spaces, opportunities for workforce development, and the prevention of gentrification and displacement; ● Promoting wellness and health by building people-supportive community spaces and policies.		Thank you for your support of the Plan.
391		Prevention Institute (Ana Bonilla)	Letter	Reconsider the language. If 93% are considered a "minority," then they are not really a minority. Perhaps better to say "people of color." What other demographic data is important to share here?	2	Thank you for your comment, the plan was updated to "people who identify as non-white"
392		Prevention Institute (Ana Bonilla)	Letter	When we talk about where we want to go and what we want to do, we want to make sure that we are explicitly highlighting the benefits we want to see, i.e., health equity. Can we allude to the metrics that we will use to measure success?	7	Thank you for your comment, metrics are not introduced in Volume I of the plan, rather are described in detail in Volume II.
393		Prevention Institute (Ana Bonilla)	Letter	Projects should be selected based on community priorities and with community support along the way. This is a primary goal of the planning process and should be reflected in language throughout the plan.	8	Thank you for your comment, additional detail regarding the planning process and the community input conducted has been added to Volume I.
394		Prevention Institute (Ana Bonilla)	Letter	"The Plan does not prioritize one objective over another — each is considered equally resulting in an **equitable** planning process with multi-benefit revitalization strategies." We need to be consistent about how we use the word equity. This is probably not the most appropriate place to refer to an equitable process when the weight of the word is best applied to refer to equitable development and the social justice principles that it encompasses. Superfluous use of the word equity and all of its derivatives waters down the compelling meaning behind what we truly mean by equity	16	Thank you for your comment, this word has been revised to "equally"
395		Prevention Institute (Ana Bonilla)	Letter	Can we say something stronger than, "Address Homelessness"?	16	Thank you for your comment, we have added the full text of all objectives to both Volume I and Volume II.
396		Prevention Institute (Ana Bonilla)	Letter	Regarding Signature Projects– During the working group meetings we discussed at length how to incorporate the community stabilization piece with the signature projects. This was one of the most highly voted pieces that was going to be included to reflect that all of these projects would incorporate elements from community stabilization. This isn't clear to me from my first read of the plan and I would strongly suggest highlighting that much stronger since it is a signature and potentially innovative part of this plan and process. As written, this piece comes after the signature projects. Perhaps this piece would be stronger if it led into the signature projects	general	Thank you for your comment, community stabilization considerations have been included for each signature project and template.
397		Prevention Institute (Ana Bonilla)	Letter	Regarding Woonerfs and examples for signature projects: Is there a value to including the dutch name of shared streets in this project? I would encourage more research for examples of streetscapes and projects that are globally diverse, which include not only Europe and Asia, but also South and Latin America.	general	Thank you for your comment, the text was revised based on this comment

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398		Prevention Institute (Ana Bonilla)	Letter	Regarding Templates – We need to be careful about how templates are approached. Since they are designed as a rapid revitalization tool, they must be considered without circumventing the community engagement process. There is a balance that must be struck between rapid implementation of these projects and the pace at which cities adopt and implement community stabilization policies in order to prevent gentrification and displacement. Setting forth a comprehensive and engaging template implementation process for the Lower LA River can set the stage for future success in other arenas of the plan.	General	Thank you for your comment about templates in the Plan. The Working Group acknowledged that templates may provide resources for rapid revitalization and connectivity, but that they should not supersede the input of local cities and communities. The Plan's Implementation Advisory Committee will aim to meet the Plan's goals and objectives when implementing templates and projects.
399		Prevention Institute (Ana Bonilla)	Letter	Can we say more about the Community Stabilization Toolkit? How is this unique and tailored to the communities in the Lower LA River? Why did working group members want to address this directly in the plan? Who is the intended audience? How do we work to ensure that as river revitalization is moving forward, cities are proactively implementing these types of policies? How does the community stabilization toolkit allow us to meet our goals of health equity and equitable development?	102	Thank you for your comment, new text was added to this chapter emphasizing the importance of the toolkit as well as summaries of each individual policy.
400		Prevention Institute (Ana Bonilla)	Letter	This definition does not seem appropriate because it references the central city (which this is not) and is not quite a comprehensive definition. In the past, we have recommended using the definition of gentrification in the report Development without Displacement by Causa Justa::Just Cause. The report can be found here	108	Thank you for your comment, two definitions of gentrification are included in Volume II, the one included in Volume I and the one referenced in this comment. Volume I utilizes the more widely accepted, academic definition.
401		Prevention Institute (Ana Bonilla)	Letter	"Even projects intended to revitalize the river and improve environmental conditions in the area could, ironically, end up harming existing residents if care is not taken when locating and designing projects." Always central to gentrification and displacement is the matter of robust, meaningful, and continual community engagement and not necessarily, "locating and designing projects."	108	Thank you for your comment, additional detail regarding the planning process and the community input conducted has been added to Volume I and emphasis has been placed on continued community involvement in Chapters 4 and 5 of Volume I as well.
402		Prevention Institute (Ana Bonilla)	Letter	Regarding the Management Committee – There should be steps taken to ensure that these meetings of the management committee are open and accessible to the public and are widely advertised. Community engagement and input should be prioritized in every step of the process, particularly in the implementation and evaluation of these projects.	General	Thank you for your comment, it was incorporated into Chapter 4.
403		Prevention Institute (Ana Bonilla)	Letter	We should think about what supports need to be in place to help less-resourced groups generate and submit ideas for projects for the Lower LA River. Funds should be allocated based on a measure of need, which can be identified, and make improvements in communities that are in most need. The measure A implementation process is following a similar approach and may provide some insight on how implementation can be done with equity at the center.	118	Thank you for your comment, it was incorporated into Chapter 4 as a charge of the Implementation Advisory Group
404		Prevention Institute (Ana Bonilla)	Letter	Are these the right examples that are being included? I would review the examples that are written into this document and make sure that they exemplify what we are striving for in the Lower LA River communities. For example, setting aside 10% of affordable units in the City of Long Beach under the no net loss policy page would probably not benefit families in the long-run if the units are able to be converted to market rate after that amount of time. We should strive to point out how these policies can be made stronger, where these current policies fall short, or where we can innovate upon what already exists. Otherwise, we should choose another example	Community Stabilization Toolkit	Thank you for your comment. Several examples were considered for the toolkit and the examples in the toolkit were selected as the best fit by the Community Economics, Health and Equity Committee.
405		Prevention Institute (Ana Bonilla)	Letter	When thinking about these policies, it's important to highlight upfront that no one policy is enough. Rather it is going to take a cadre of these policies along with community support and implementation to have a genuine, long-lasting impact.	Community Stabilization Toolkit	Thank you for your comment, new text is being added to this chapter emphasizing the importance of the toolkit as well as summaries of each individual policy.

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406		Prevention Institute (Ana Bonilla)	Letter	The idea of community land trusts seems to have disappeared from the conversation when this was a large part of the planning early on for the CEHE plan element committee. I would suggest bringing back this approach and including it in the community stabilization toolkit. The Dudley Street Neighborhood Initiative is often cited as an example of how this can work. There are also other examples across the nation. This is an important example to include because the model is the only one of a few strategies that provides a permanently affordable solution for families. This is how the Lower LA River can be a leader in innovative revitalization in communities that need it the most. This is a model that can potentially be piloted and scaled up.	Community Stabilization Toolkit	Thank you for your comment, a new policy fact sheet has been created for CLTs.
407		Prevention Institute (Ana Bonilla)	Letter	A. Community Benefits Agreements a. We should examine the other ways in which CBAs can provide benefit beyond economic returns. Think about how CBAs can safeguard, or improve the social fabric, health, safety, and environment of a neighborhood. b. What do we mean by the statement, “grow with equity”? Be more explicit about the term and whether it means equity from a social justice standpoint or financial equity. c. Bullet point 2 in the sidebar – who are the tenants here? Are these the potential employers and businesses?	Community Stabilization Toolkit	Thank you for your comment, the policy fact sheet talks about how CBAs can address community needs beyond economic. "Grow with equity" as been revised. The details regarding bullet 2 are not available.
408		Prevention Institute (Ana Bonilla)	Letter	B. Inclusionary Housing Policies a. You may want to mention the Palmer Fix, which was recently signed into legislation along with a number of other housing bills by Governor Brown this year. This is important given the limitations it has created for expanding and effectively implementing inclusionary zoning in communities like the Lower LA River cities. b. While also talking about how inclusionary zoning can promote racial and economic integration, it’s important to also include language about how when it’s done right, it can promote equitable development.	Community Stabilization Toolkit	Thank you for your comment, Palmer Fix details have been added to the fact sheet. Language indicating that inclusionary zoning and promote equitable development has been added as well.
409		Prevention Institute (Ana Bonilla)	Letter	C. Locally-owned Business Support a. We need to emphasize that this is about support for small businesses during and after revitalization efforts. b. When talking about small, locally owned businesses, we need to define who they are. How many employees? Are they majority minority owned? This information is also available in the UCLA report.	Community Stabilization Toolkit	Thank you for your comment, the Fact sheet emphasizes support for locally owned businesses per input from the CEHE PEC and WG. Input did not indicate only support for small businesses however, small business support is also discussed in the current version of the fact sheet. Data regarding businesses is included in Chapter one of Volume I.
410	1/16/2018	LACDPR (Planning and CEQA Section), Jennifer Jung	Letter	Revise Graphic by adding a variety of users and visitors (e.g. cyclists, equestrians, hikers, etc) to the LA River, so the "future" river appears to be a well-used recreational resource.	v	Thank you for your comment - the draft graphic was updated to better represent the vision of the Plan.
411	1/16/2018	LACDPR (Planning and CEQA Section), Jennifer Jung	Letter	The map should label the communities of Unincorporated East Rancho Dominguez (see https://lacountyparkneeds.org/finalreportappendixa/studyarea_031.pdf and unincorporated Compton (see https://lacountyparkneeds.org/finalreportappendixa/studyarea_012.pdf)	1	Thank you for your comment; however, representation of jurisdictions in the map was approved by the agencies in the Working Group.

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412	1/16/2018	LACDPR (Planning and CEQA Section), Jennifer Jung	Letter	Revise page and replace photo of "multi-use path along the river channel" with a photo that depicts the LA River Bike Path and Adjacent LA River rail. The current photo only shows a bike and pedestrian path; multi-use trails should also accommodate equestrians in addition to cyclists and pedestrians.	6	Thank you for your comment, the photo has been changed to include the bike path and the multi-use trail along the LA River
413	1/16/2018	LACDPR (Planning and CEQA Section), Jennifer Jung	Letter	Please explicitly call out "parks" under Public Realm category because the term "public realm" is overly general and may include a variety of spaces. The sentence could read "Create diverse, vibrant public spaces, especially parks, along and connected to the lower Los Angeles River resulting in safe, inviting, healthy green spaces that support diverse local communities, allowing equitable access to nature and a variety of recreational, entertainment, multi-modal transportation and socio-economic opportunities that enhance quality of life and sustains watershed health"	7	The Working Group carefully developed the Goals and Objectives through several meetings and rounds of review. The Public Realm objectives will remain as presented in the plan as they represent the language crafted by the Working Group
414	1/16/2018	LACDPR (Planning and CEQA Section), Jennifer Jung	Letter	Please review and add descriptions to the plans reviewed section: • East Rancho Dominguez Community Parks and Recreation Plans DPR completed the Community Parks and Recreation Plans (CPRPs) in February 2016 to envision greener futures for the following six of the most park-poor unincorporated communities in Los Angeles County: East Los Angeles, Lennox, Walnut Park, West Athens-Westmont, Willowbrook and East Rancho Dominguez. Each of the six plans identifies and addresses the unique park and recreation needs of the communities; each also presents a green space vision and design concepts for potential new park projects, and strategies to address the identified needs. DPR developed the CPRPs in collaboration with various County departments, including Regional Planning, Public Health, and Public Works. http://file.lacounty.gov/SDSInter/dpr/240513_EastRanchoDominguezCommunityPlanReduced.pdf. One of the goals of this CPRP is to "increase the sense of nature within East Rancho Dominguez Park and future parks and create connections to the Los Angeles River watershed.	16	Thank you for your comment. Although this plan is not listed in the table on page 16 (Plans Reviewed) - it was reviewed for the baseline conditions section of Volume 2, Chapter 1 (2.1.1). The data and information gleaned from this plan are reflected in this section (2.1.1). The plans included in the table on page 16 are the plans reviewed to establish the initial list of project sites
415	1/16/2018	LACDPR (Planning and CEQA Section), Jennifer Jung	Letter	Please review and add descriptions to the plans reviewed section: • Los Angeles Countywide Parks and Recreation Needs Assessment Adopted by the Board of Supervisors on July 5, 2016, the Countywide Parks Needs Assessment was a historic and significant undertaking to engage all communities within Los Angeles County in a collaborative process to gather data and input for future decision-making on parks and recreation. The primary goal of the Parks Needs Assessment was to quantify the magnitude of need for parks and recreational facilities, and determine the potential costs of meeting that need. This goal has been accomplished, as evidenced by the final report which uses a transparent, best-practices approach to evaluate park and recreation needs, and is the product of an engagement process that involved the public, cities, unincorporated communities, community-based organizations, and other stakeholders. Please find the Countywide Parks Needs Assessment at this link: http://lacountyparkneeds.org/		Thank you for your comment. Although this plan is not listed in the table on page 16 (Plans Reviewed) - it was reviewed for the baseline conditions section of Volume 2, Chapter 1 (2.1.1). The data and information gleaned from this plan are reflected in this section (2.1.1). The plans included in the table on page 16 are the plans reviewed to establish the initial list of project sites
416	1/16/2018	LACDPR (Planning and CEQA Section), Jennifer Jung	Letter	Please review and add descriptions to the plans reviewed section: • County of Los Angeles Trails Signage Handbook In February 2015, the Department of Parks and Recreation completed revised trail signage guidelines in order to improve wayfinding and a cohesive design aesthetic (PDF attached). Please consider these signage guidelines in the future planning and design signage.		Thank you for your comment. Although this plan is not listed in the table on page 16 (Plans Reviewed) - it was reviewed for the baseline conditions section of Volume 2, Chapter 1 (2.1.1). The data and information gleaned from this plan are reflected in this section (2.1.1). The plans included in the table on page 16 are the plans reviewed to establish the initial list of project sites

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417	1/16/2018	LACDPR (Planning and CEQA Section), Jennifer Jung	Letter	Revise the graphic in the upper-right corner (and all other instances where this graphic appears) by replacing the black dashed line with a solid line to reduce graphic distraction.	18	Thank you for your comment, the graphic has been updated.
418	1/16/2018	LACDPR (Planning and CEQA Section), Jennifer Jung	Letter	Revise page to include a more compelling example of a “revitalization strategy” instead of a parking lot bioswale. For example, the river gateways designed by local artist Michael Amescua provide a rich, engaging, context-sensitive strategy to revitalizing the upper reaches of the Los Angeles River.	19	Thank you for your comment. This photo and example have been removed in the latest draft
419	1/16/2018	LACDPR (Planning and CEQA Section), Jennifer Jung	Letter	Revise section and all other relevant “existing conditions” sections to include call-outs for “multi-use trail” where applicable.	33	Thank you for your comment. The current version of the Plan does call out the "multi-use trail" where applicable
420	1/16/2018	LACDPR (Planning and CEQA Section), Jennifer Jung	Letter	Revise “Cudahy River Road Existing Conditions” map and include the multi-use trail on the east bank of the LA River. Please also revise and include on all subsequent pages for the Rio Hondo Confluence and Willow Street.	34	Thank you for your comment, the Multi-use trail does not extend north into the Cudahy River Road project site or south into the Willow Street Site. The Rio Hondo images will be updated
421	1/16/2018	LACDPR (Planning and CEQA Section), Jennifer Jung	Letter	Revise “Cudahy River Road Illustrative Site Plan” and include call-out for multi-use trail(s) as illustrated along both banks of the LA River. Please also revise and include on all subsequent pages for the Rio Hondo Confluence and Willow Street.	35	Thank you for your comment, the Multi-use trail does not extend north into the Cudahy River Road project site or south into the Willow Street Site. The Rio Hondo images will be updated
422	1/16/2018	LACDPR (Planning and CEQA Section), Jennifer Jung	Letter	Revise the first two sentences as follows: “Some artists operate at the scale of infrastructure and the city. The resulting murals turn rooftops and dams into canvases. French street artists Ella & Pitr have completed some of the largest murals in the world. Molly Dilworth creates art that is meant to be seen on Google Earth	37	Thank you for your comment, the text was revised based on this comment
423	1/16/2018	LACDPR (Planning and CEQA Section), Jennifer Jung	Letter	Revise diagram to visually incorporate trail and path hierarchy, which would be useful in this diagram to distinguish between primary and secondary paths, and even in-channel trails/paths from those on/outside the river banks.	41	Thank you for your comment, the image was revised based on this comment

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424	1/16/2018	LACDPR (Planning and CEQA Section), Jennifer Jung	Letter	Revise sentence under “Accessing the Confluence” as follows: “Terracing eases access and creates a dramatic experience at the bottom of the channel.”	44	Thank you for your comment, the text was revised based on this comment
425	1/16/2018	LACDPR (Planning and CEQA Section), Jennifer Jung	Letter	Revise second paragraph to include information regarding the equestrian facilities that also exist at Hollydale Regional Park.	46	Thank you for your comment, the text was revised based on this comment
426	1/16/2018	LACDPR (Planning and CEQA Section), Jennifer Jung	Letter	Revise the third paragraph to ensure the “Los Angeles River Trail” and the “Los Angeles River Bike Path” are differentiated. There is often the misconception that in this particular area of the LA River Trail and LA River Bike Path are one and the same. The LA River Trail actually begins at the Rio Hondo confluence and terminates close to the Pacific Ocean, while the LA River Bike Path is separate and begins in Canoga Park, continuing downstream in segments. Additionally, it should be noted that the LA River Trail and LA River Bike Path do combine at certain points along the River.	46	Thank you for your comment, the text was revised based on this comment
427	1/16/2018	LACDPR (Planning and CEQA Section), Jennifer Jung	Letter	Revise page heading and all similar page headings to include “Proposed Conditions” in order for readers to further differentiate from previous “Existing Conditions” pages.	50	Thank you for your comment, the text was revised based on this comment
428	1/16/2018	LACDPR (Planning and CEQA Section), Jennifer Jung	Letter	Revise the 6th bullet point to read “Multi-use trails” (versus multi-use paths).	50	Thank you for your comment. The "trail" versus "path" language was discussed and vetted by the Working Group. The use of "path" instead of "trail" was the overall consensus of the Working Group. The word "path" will remain
429	1/16/2018	LACDPR (Planning and CEQA Section), Jennifer Jung	Letter	Revise second paragraph, and similar pages, to incorporate oxford commas to separate ideas and improve readability.	55	Thank you for your comment, the text was revised based on this comment

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430	1/16/2018	LACDPR (Planning and CEQA Section), Jennifer Jung	Letter	Please consider changing the title “Multi-Use Path” to “Multi-Use Trail”. The term “path” is problematic for various reasons. To the public, the term “path” often carries the connotation of being bicycle-centric, rather than conveying the Master Plan’s goal of accommodating multiple uses. Additionally, the term “path” also does not reflect the magnitude and scale of what the Master Plan hopes to achieve by creating a 52-mile long alternative transportation spine. This term may also cause confusion in the future when considering maintenance. While the Department of Public Works is responsible for managing bicycle path facilities along the LA River, DPR is responsible for maintaining the multi-use trail. If “path” is used, problems might occur if the transportation corridor is labeled as a “path.” As a solution, consider using the term “Los Angeles River Greenway,” as referenced in the LARRP, in order to achieve a unified, branded title for the 52-mile corridor. Please note we have no concerns regarding the use of terms “pedestrian path” or “bicycle path” or “equestrian path” on pages 78, 79, and 80, respectively.	73-84	Thank you for your comment. The "trail" versus "path" language was discussed and vetted by the Working Group. The use of "path" instead of "trail" was the overall consensus of the Working Group. The word "path" will remain
431	1/16/2018	LACDPR (Planning and CEQA Section), Jennifer Jung	Letter	Revise second bullet-point as follows: “Site furnishing and safety amenities: design, placement, and attachment standards for benches, lighting, trash receptacles, shade structures, bike parking, horse ties, 911 Call boxes, bike fix-it stations, and other elements adding to the comfort and safety of all path users;”.	73-84	Thank you for your comment, the text was revised based on this comment
432	1/16/2018	LACDPR (Planning and CEQA Section), Jennifer Jung	Letter	Revise page to include reference to the County Trails Manual, adopted by the Board of Supervisors on May 17th, 2011. Please ensure that trail design standards in the Master Plan adhere to the Trails Manual when applicable.	73-84	Thank you for your comment, reference to the County Trails Manual has been added
433	1/16/2018	LACDPR (Planning and CEQA Section), Jennifer Jung	Letter	Revise sentence under “Illustrative Path Enhancements Diagram” as follows: “The multi-use path will provide access and connectivity for the three prime modes of mobility: pedestrian, bicycle, and equestrian. Further, this multi-use path will enhance connectivity by providing opportunities to develop secondary paths branching into communities found along the Los Angeles River.”	76	Thank you for your comment, the text was revised based on this comment
434	1/16/2018	LACDPR (Planning and CEQA Section), Jennifer Jung	Letter	Revise section-perspective rendering to include legible dimensioning and annotations to enrich the graphic with useful data. Please ensure that people and other elements in the rendering are to scale (e.g. railing height relative to skateboarder height). Replace equestrian with a western style equestrian versus an English or dressage style rider so the equestrian is more representative of the existing equestrian community in this area.	76	Thank you for your comment, the text was revised based on this comment

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435	1/16/2018	LACDPR (Planning and CEQA Section), Jennifer Jung	Letter	Revise diagram and include river channel as a light blue line between the aqua blue and olive green lines to help differentiate existing/proposed trail types on east and west sides of the River. The current color of blue does not contrast with the olive and aqua blue colors.	77	Thank you for your comment, the text was revised based on this comment
436	1/16/2018	LACDPR (Planning and CEQA Section), Jennifer Jung	Letter	Please see comment from Page 46 regarding the LA River Trail and LA River Bike Path. As currently written, the diagram and legend incorrectly describe conditions in which pedestrians and bicyclists are combined on a single path, while equestrians are separate. However, wherever the LA River Bike Path exists, bicyclists typically use the LA River Bike Path while pedestrians and equestrians would use the LA River Trail.	77	Thank you for your comment. The "trail" versus "path" language was discussed and vetted by the Working Group. The use of "path" instead of "trail" was the overall consensus of the Working Group. The word "path" will remain
437	1/16/2018	LACDPR (Planning and CEQA Section), Jennifer Jung	Letter	Revise section to include widths described under “design criteria” (i.e. minimum width 6 feet, 10-12 feet preferred). Currently the section only includes an annotation of “6’.”	78	Thank you for your comment, the text was revised based on this comment
438	1/16/2018	LACDPR (Planning and CEQA Section), Jennifer Jung	Letter	Revise “Design Criteria” to include pavement markings (embedded icons of pedestrians/bicyclists) to reinforce the intent of single use on each of the paths.	78	Thank you for your comment, the text was revised based on this comment
439	1/16/2018	LACDPR (Planning and CEQA Section), Jennifer Jung	Letter	Revise section to include widths described under “design criteria” (i.e. minimum width 10 feet, 12 feet preferred). Currently, the section only includes an annotation of “10’.”	79	Thank you for your comment, the text was revised based on this comment
440	1/16/2018	LACDPR (Planning and CEQA Section), Jennifer Jung	Letter	Revise page by replacing photo in lower-right corner with less pixelated version, or a different photo if a higher resolution version is unavailable.	84	Thank you for your comment, the text was revised based on this comment

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441	1/16/2018	LACDPR (Planning and CEQA Section), Jennifer Jung	Letter	Revise third bullet point to read as follows: "Markings for entrance/exit to the river should be highly visible to ensure the safety of users."	92	Thank you for your comment, the text was revised based on this comment
442	1/16/2018	LACDPR (Planning and CEQA Section), Jennifer Jung	Letter	Revise first bullet point to read as follows: "Any changes to the levee for terracing purposes should be mitigated by further channel modifications to minimize impact on river flow.	93	Thank you for your comment, the text was revised based on this comment
443	1/16/2018	LACDPR (Planning and CEQA Section), Jennifer Jung	Letter	Revise first and second sentence under "Physical Components," to read as follows: "A wayfinding system will include direction and locational signs, maps, markers, etc., coordinated in design with the overall river brand strategy, and with a consistent plan for spacing and placement."	98	Thank you for your comment, the text was revised based on this comment
444	1/16/2018	LACDPR (Planning and CEQA Section), Jennifer Jung	Letter	Revise diagram by annotating, when applicable, the complete streets elements (e.g. bump-outs, parklets, elevated crosswalks, road diets, etc.). This could be accomplished by creating a legend and simply placing a corresponding number next to each complete streets intervention.	100	Thank you for your comment, the text was revised based on this comment

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445	1/16/2018	LACDPR (Planning and CEQA Section), Jennifer Jung	Letter	Revise map and include a north arrow and scale bar. Please include a north arrow and scale bar on all maps.	101	Thank you for your comment, the image was revised.
446	1/16/2018	LACDPR (Planning and CEQA Section), Jennifer Jung	Letter	Revise page and remove legend in lower left corner. This legend may have been from a previous diagram/map.	101	Thank you for your comment. The legend on this map on page 101 is correct and intended for complete streets evaluation
447	1/16/2018	LACDPR (Planning and CEQA Section), Jennifer Jung	Letter	Revise page by increasing font size of street names for better legibility.	101	Thank you for your comment, the text was revised based on this comment
448	1/16/2018	LACDPR (Planning and CEQA Section), Jennifer Jung	Letter	Please revise the first sentence on the page as follows: "Utilizing community stabilization policies and program strategies will ensure that revitalization projects are those wanted and needed by the local communities and could also serve to more evenly distribute revitalization benefits around the river watershed."	109	Thank you for your comment, community Stabilization will be addressed in an introductory section to each template and project, with next steps included.
449		anabonilla	Letter Email	Progress Metrics for Community Economics and health Equity • It is currently unclear whether the progress metrics numbers as currently presented are indicative of the current state, or are benchmarks that we are striving for.	Appendix A	Thank you for your comment. The Plan's scoring of projects reflects the decisions of the goals and objectives for each component of the Plan including Community Economics, Health and Equity Committee. There will be further opportunity to design project features that address Working Group goals during project implementation.
450		anabonilla	Letter Email	*Gentrification and displacement* – Can you look at different indices that researchers used to identify areas that are at risk of gentrification and displacement? You can look at the http://secure-web.cisco.com/1Z1TSK7eUNLB8XJykoUttnIH3kKjr_Ntw4ymx3tdzVf9P190teAON74USTUwVDm7pSn4qg-qYlHD9wgotDbmavqaswYhq8RS6RlUMtQ3bCgeUkeML6Fxfi3c_fGUtAP55IPCRtPRY9c5ojkhVkv8-qvh6gzpRkVNObJB47f2df8QKmjh4TK4s-xP1NVTUSyy5cEGEKfi2Gqd57u4-_O_zhikJrMKBm4-ARGNTMHRfBflKOEepXfJYqEeJrk-eispogHDc2cGyalrmaJsjKVmP9HiMK1vUCDvZQeR5e-Ed30TLHvpyqltVV_TIHE5nYkw4oXwy0k2peO2pgK1t_5wOqeyfyxd7Hc9gKcOKM5iecLp8WYMNWam99YPfxy4k3TN7nE0-f67DNWCZfPvf0fMKag/http%3A%2F%2Fwww.urbandisplacement.org for indices and potentially use some of those as indices for measuring stability and growth in these communities.	Appendix A	Thank you for your comment. The Plan's scoring of projects reflects the decisions of the goals and objectives for each component of the Plan including Community Economics, Health and Equity Committee. There will be further opportunity to design project features that address Working Group goals during project implementation

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451		anabonilla	Letter Email	*Support and Develop Local Businesses and Workforce* – The metrics that are included currently only look at workforce development. I would look at including metrics that measure the vibrancy and health of small businesses that are currently in the area. What is the average tenure of small businesses over time? How much are they collectively contributing to the general economy of the area? How many people are they employing? What are the metrics that will really tell you about the health of the small business environment?	Appendix A	Thank you for your comment. The Plan's scoring of projects reflects the decisions of the goals and objectives for each component of the Plan including Community Economics, Health and Equity Committee. There will be further opportunity to design project features that address Working Group goals during project implementation.
452		anabonilla	Letter Email	Promote Wellness and Physical Activity – What metrics can you include that explicitly measure/reflect that physical activity is increasing in this area?	Appendix A	Thank you for your comment. The Plan's scoring of projects reflects the decisions of the goals and objectives for each component of the Plan including Community Economics, Health and Equity Committee. There will be further opportunity to design project features that address Working Group goals during project implementation.