In the Matter of:
City of LA Environmental Meeting Venice Pumping Plant

TRANSCRIPT OF PROCEEDINGS

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VENICE AUXILIARY PUMPING PLANT (VAPP) PROJECT
DRAFT ENVIRONMENTAL IMPACT REPORT (EIR)
PUBLIC COMMENT HEARING

THURSDAY, NOVEMBER 17, 2016
VENICE, CALIFORNIA
6:06 P.M.

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ELIANIE GANS
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<table>
<thead>
<tr>
<th>SPEAKERS</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dr. Jan Green Rebstock</td>
<td>4, 14</td>
</tr>
<tr>
<td>Fernando Gonzalez</td>
<td>5</td>
</tr>
<tr>
<td>Abid Chowdhry</td>
<td>8</td>
</tr>
<tr>
<td>Elianie Gans</td>
<td>19, 26</td>
</tr>
<tr>
<td>Mike Hoffs</td>
<td>21, 26</td>
</tr>
<tr>
<td>Steve Bradbury</td>
<td>23</td>
</tr>
</tbody>
</table>
DR. REBSTOCK: Good evening. I guess we'll go ahead and get started. Welcome to the draft EIR public comment meeting for the proposed Venice Auxiliary Pumping Plant Project. My name is Jan Green Rebstock. I'm with the Bureau of Engineering with the Department of Public Works at the City of Los Angeles. And I'm here with my colleagues this evening. From L.A. Sanitation, Fernando Gonzalez. Would you please stand. And Abid Chowdhry, also with BOE, the project manager for the design of the project. And tonight we're going to review with you the purpose of the proposed project, the overview of the CEQA process, the project objectives, the proposed project description. We're going to share findings of the draft EIR, which was released on October 27th. Comment period closes December 15th. And we also have technical staff available here to answer any questions you might have.

So with that, again, we're really here just to review with you the major findings that we found through the preparation of the draft environmental impact report. We are going to have an open public comment period this evening where you can provide verbal comments on the -- on the analysis in the draft EIR. We do have Spanish translation available if anyone needs that.
Okay. Very quickly, where we are in the CEQA process, the California Environmental Quality Act process, we sent a notice of preparation letting people know the intent of the City to pursue the proposed Venice Auxiliary Pumping Plant Project back in the fall of 2015 where we identified the proposed scope of the analysis in the draft EIR and we held a scoping meeting here and also at the Venice library. Then we went back and performed our technical studies, and we are back here sharing those with you now in the form of the draft environmental impact report.

And we're having this meeting tonight here to collect your comments and also verbal comments as well. You can send them by email. The comment period closes, again, on December 15th. And then we will take all of that input and prepare a final draft of the environmental impact report and then present it for approval to city council for adoption. So hopefully, if all goes well and the council decides to take on the recommendation of the Board of Public Works, the EIR would be certified in the spring of 2017.

So with that, I'm going to turn the presentation over to Fernando, and he's going to tell you why we need the project.

MR. GONZALEZ: Good evening, everyone. Okay. So the coastal interceptor sewer is a trunk line that pretty
much runs along Pacific Coast Highway pretty much from our northern border here with the county unincorporated area and provides conveyance for waste water to most of the coastal cities, including City of Santa Monica and Marina Del Rey.

The gravity flow of this trunk line gets interrupted by the marina entrance. So in the late '90s, the Venice pumping plant was built to pretty much convey all waste water coming upstream and then just, via a force main, send the waste water over the other side of the marina entrance where it becomes gravity again and flows into the Hyperion water reclamation plant.

A couple of things that we need to be aware of in the importance of this pumping plant is that every drop of waste water that is collected upstream of that point has got nowhere to go but through the Venice pumping plant. During the summertime when it's dry, about 15 million gallons per day goes through that pumping plant, and sometimes even up to 89 or 90 million gallons will go through the pumping plant during a severe rainstorm.

So one of the challenges that we have is that this system, the coastal interceptor sewer, is totally depending on the rest of the waste water collection system in the city. There is no way that we could transfer or bypass these flows and send it somewhere else. So every single drop will have to go through the Venice pumping plant.
The dual force main project that -- and the completed manifold replacement project are going to provide the resiliency and the conveyance. So pretty much it's going to have the room for avoid a severe catastrophe in case of a -- something catastrophic that could fail or the increased demand for waste water, especially when it rains.

The next item that we need to cover to ensure resiliency and total redundancy for this very important system is to provide more pumping capacity. We've had two close calls already. One during summertime. One during wintertime. In 1998, last time El Nino really came during one of those severe storms, the -- all five pumps in the Venice pumping plant were running, yet the waste water was still -- the level of waste water was still rising inside the pipe in the coastal interceptor sewer. So we were very close, that we were only one pump failure away from a severe spill.

And then during summertime, out of the five pumps that we had, one was sent out for service for refurbishing. They were working servicing another one. And then out of the other three in service, one had a catastrophic failure. So all of a sudden, out of the five pumps, we had only two operational. So this happened right before the manifold replacement project got started, so we had to invest $2 and a half million and delay the manifold replacement project,
installing a temporary bypass system outside on Hurricane Street while all the repairs were being completed inside the pumping plant.

So like I said, the dual force main give us the conveyance. Now, these three additional pipes are going to provide the redundancy and the pumping capacity that we're going to need to face all the challenges of the future, any other severe weather conditions. So in order to materialize these objectives, we partnered with the Bureau of Engineering. They have completed a design that is the subject of the discussion tonight.

So with that, I'd like to invite Abid, who is going to give more information about the technical aspects of this much needed project.

MR. CHOWDHRY: Good afternoon, everyone. My name is Abid Chowdhry. Thank you, Fernando.

As I've said, I'd like to put things in perspective, along with the slide. As Fernando said, the coastal interceptor sewer is 66 inches in diameter. They'll bring the sewage by gravity to the Venice pump station, which is located under 1 -- 140 Hurricane Street, from there via Marina, via Lagoon. And the discharge point is about two miles away, 60 feet higher than the pump station under Vista Del Mar. So the sewage has nowhere to go. As Fernando said, it needs to be pumped through a force main.
Existing, we had a 48-inch force main. And he explained that how it was under capacity. So we had a new project, which is going to be awarded hopefully within next 30 days, that will build another 54-inch force main that will work in tandem, and it will be ready to accommodate all the flow, even in the worst El Nino or any storm that we may face in the next few -- next 50 years or so. So we will have enough conveyance capacity.

Existing Venice pump station is located under 140 Hurricane, which is essentially right here. That one has -- initially, in 1950 when it was built, it had the four pump stations. These four pumps' day-to-day operations, we normally need about two pumps on a regular basis. And occasionally when we have a heavy flow -- I mean, rain and stuff, we can use up to three and four. And during the two incidents, one Fernando mentioned, we needed all five pumps.

You can imagine these pumps are running constantly 24/7. These are mechanical things. They break down. They need a service. And there is no guarantee we will have all five pumps available when we need them and in an emergency case. So he said that, we wanted to build a redundancy -- 100 percent redundancy just in case so we have enough pumping capacity. We already established the conveyance capacity. We want to do a pumping capacity because we don't want any sewage coming to the Venice pump station under
gravity, go nowhere else but Lagoon or any other place, because the discharge point is 60 feet higher where there is no bypass.

So this project, which is Venice Auxiliary Pumping Plant, will build a new pumping facility which will cross across the street of Hurricane alongside the Grand Canal. And that will be purely underground. That will build three 500-horsepower pumps, which will make up, all together, 800 -- eight pumps. And they work in tandem together. And they will be discharging to a common header. All these five pumps, existing five pumps and new five pumps [sic], will be discharging to the newly built maintenance -- manifold which will be feeding the two force mains.

The element of the force main, basically, I just explained to you, the pump station -- the three pumps will be built underground, but there will be an electrical control room. And the control room and electrical building will be next door, which will be northwest of the existing pump station. It will be by the canal cord. That two-story building will be about 35, 32-feet high. And that will house a control room and equipment to run the pumps, and also the personnel on the second floor.

That new pump station will be fed from the existing flow. The flow will be split. There will be no additional flow. It will be coming to the same thing that could be
feeding the two pumps -- pump stations. There is no new
vent out of the new pump station, so we will be using
existing vent. So there will be no new odor source part of
this project.

This pump station will -- will have a new power
supply from DWP, and it will be relying on two existing
backup, which is on Venice pump station, which is being
upgraded to new Tier 4 exhaust friendly environmental,
friendly generators that we'll be using in case of power
failure.

In order to divert the flow, we will be building
divergent structure under the existing COS, which is running
underneath the Grand Canal. So we will be building a coffer
dam in order to build that structure. That once that
structure is built, there will be no interruption in flow,
the top of that extra structure will be below the bottom of
the Grand Canal.

Part of this project, there will be possibly an
impact of loss of three parking spaces, perceived loss of
spaces on north end of the Hurricane Street. And part of
this project, we are trying -- acquiring -- we are -- the
City is in the process of acquiring 128 Hurricane lot, which
will give eight additional parking spaces. That once it's
-- (unintelligible) -- approved, that's what we planned for.
That will be available for people to use. That will also
provide a view of the lagoon, which you guys may not have seen before. That will be part of this project. It will be available to you.

128 Hurricane also will have some landscaped area and then will be a place for mural arts. On east side of the pump station, there will be 15 feet, I believe -- 10 to 15 feet of the green space, which is permitable required by the code, and also that will provide a native green, you know, shrubberies. So that will be something that people who walk on the sidewalk, they can enjoy that.

Initially, when this project was built, the design perceived, we wanted to put both pump stations in one campus for security reasons. But in the best interest of the community, as it was voiced, we avoided the vacation of Hurricane Street, that portion. It will be two separate campuses. You will not see blockade once the construction is done. The Hurricane Street, the segment between the two pump stations, will be open for people, local resident.

For the lay down area, once we did the manifold project, we used the existing lots for the lay down area. And also, we have leased 128 Hurricane at that time. What we are going to build, the greater portion of the land we used before, we don't have that much space left, so we are using 128 Hurricane. And possibly we'll be using a city owned lot right here. We may use this one for any other
purposes if the contractor choose to do that. But primarily we will -- our construction activities will be based right here on the lot, the two vacant lots, and this parcel where the city is trying to acquire from the own private owner. And this blue dot rectangle depicts the area not exactly in the same dimensions, but exactly where the coffer dam will be. And the junction -- the -- (unintelligible) -- structure will be built right here.

The next slide gives you illustration that the building, when it's built, what will the different elevation, how it's going to look. It's too small to read. I'm sorry. I can't. These are east, west, and north, south directions. And, you know, from vertically plan view, you can see this, exactly where the building is going to be relative to dimension of the lot. It will be toward the west end of the property.

This is -- this is the rendering which is what the building should look like when it's done. Details of the colors and the design. But only the fence, it is just there. It may be a little different, but the building is going to look exactly what the way it is, and you'll see that open street Hurricane. Onces it's done, this will be available. But there may not be parking. We lost three parking, which will be substituted on 128 Hurricane in terms of eight.
The project is designed, the permits and approval will take place, and we will have a project ready to be advertised in late 2017 and possibly awarded in winter 2018, and construction may begin before March to July 2018. That will be about a two-year project.

Once again, before I pass on to Jan Green for to discuss the environmental issues, she has identified and addressed that, I just wanted to share that we -- part of this project, once it's done, we are not anticipating any other project in that neighborhood. Nothing is planned. This completes the resilience and pumping capacity, conveying capacity, and the residents who live there, they can rest assured in any worst case of flooding, it will -- they will be able to live in that house. There will be no sewage; we are not anticipate will be going out to the property or Lagoon or Grand Canal. So said that, I would like to invite Jan to mention that -- her studies and findings and resolution. Thank you.

DR. REBSTOCK: Thank you, Abid.

Again, if anyone would like to speak during the public comment period, please be sure to fill out a speaker card at the back of the room, because we'll be opening the floor up shortly after the presentation.

Okay. So, in general, these are the range of environmental issues that were analyzed in the draft EIR,
which is available on the BOE web site for download. We have brought one here tonight for you to thumb through. And I believe we also have some CDs if you'd like to bring one home if you don't have one already. But we looked at a range of issues from aesthetics related to the site design and building design. And there is a site map over here on one of the boards if you'd like to look at it in more detail after the meeting. I will highlight the noise and vibration issues and go into them in a little more detail in a moment. And land use and planning. The lot is currently not zoned for the public facility use that we're proposing, so we will be going through an entitlement process with city planning, and so that's discussed through the document as well.

But, in general, the -- we do -- we did find significant and unavoidable environmental impacts related to noise and vibration, land use and planning, and that was also related to noise and vibration, and water quality. And the finding was significant -- significant and unavoidable because, regardless of the amount of mitigation measures that we're requiring, we did not find that it would reduce the impact to below CEQA thresholds. So that's -- that's why the finding is there, and that means that the city council will have to adopt overriding considerations to move forward with the project to acknowledge the fact that these environmental impacts will result during the construction
period, but that the project is still worth moving forward because of the -- the need that it addresses.

Okay. There is a slew of mitigation measures related to noise and vibration that I will review in a moment. So you can see that the City is making a good best effort to address those issues.

Related to water quality, we did find that the operation of the facility could contribute to inundation related to water that would be created from tsunami conditions or related to sea level rise in the future, and that there really wasn't any mitigation measures available to address that. So you can see the discussion in there. That is kind of an evolving issue, though, related to city planning and related to the operator L.A. sanitation, and Fernando might want to speak to you more after the meeting if you have any questions. But there is a system wide planning effort on behalf of L.A. sanitation to kind of look at how sea level rise conditions in the future would impact their infrastructure throughout the city.

Okay. These are the less than significant impacts that were identified with Mitigation, Incorporated. So when mitigation measures were applied, it didn't reduce impacts below the CEQA thresholds.

So some of the mitigation measures for noise and vibration that I'd like to highlight for you is that we do
have a restriction on construction hours. The construction hours -- the operation of construction equipment. So I want to be very clear. Operation of construction equipment would occur only between 8:00 a.m. and 6:00 p.m. Monday through Saturday. But we are allowing for there to be some arrival of the construction workers maybe 15 to 20 minutes before that 8:00 p.m. [sic] start time so they can get full use of the workday.

Okay. We've identified pile driving, equipment graders, and jackhammers to be the most noisy construction equipment, and we are limiting the hours of that use from 9:00 a.m. to 3:30 p.m. Okay. And then haul trucks, which also, you know, create traffic impacts of their own, so this is soil hauling trucks when you're excavating the site for the building foundations and for the diversion structure, the use of those soil haul trucks will -- and their access to local streets is going to be restricted from the hours of 9:00 a.m. to 4:00 p.m.

Okay. Also, we've identified the need for a construction mitigation coordinator. So we're going to have one person with -- their contact information is going to be available on signage that's posted on the construction site. And as part of that process, there will be a notification to adjacent neighbors when we know there is going to be noisy work activities occurring. And they will be there to
respond to calls with concerns about how -- how the
construction is going or any issues related to noise or dust
or traffic. And a log will be kept, and we'll be tracking
how responsive we're being to those concerns.

Also, to the extent possible, we're requiring that
temporary noise barriers be erected. And those should be a
minimum of 20 feet surrounding the project site given the
proximity of the neighbors.

Okay. So those are some of the things I'm going to
highlight. Also, as best management practices, and we've
done this for some projects in the past, the Department of
Public Works Public Affairs office will also be
administering the release of vouchers to the immediately
adjacent neighbors as appropriate for window washing and car
washing. And this is -- you know, obviously we're going to
assume all permit -- we're going to comply with all permit
conditions related to fugitive dust control. But if we're
doing all that we should be doing and we're still having
dust issues, this will, you know, be a gesture of goodwill
there.

We are also exploring the possibility of providing
off-site work space for adjacent neighbors that work at home
during construction hours. So officially, the measure reads
the City will work with the construction contractor to
identify potential off-site shared office space with
Internet service and meeting room space for adjacent residents that work from home during workday construction hours. So that's something that we're committing to doing.

Okay. So at this point in time I'm going to open up the floor to any public comments that we might have tonight. And, of course, if you don't want to speak tonight, you can always fill out a comment card. You can send us an email. You can write us a letter. We're respecting receiving comments until December 15th. And if you decide to send us an email or letter, just please be sure to identify that your comment is related to the VAPP project in the subject line.

Okay. And at this point I'm going to open up the floor. And I'm going to call up Elaine Gans. And if you could, please speak very slowly for our court reporter. There is going to be a copy of this transcript posted -- and the meeting posted on our web site after the meeting.

MS. GANS: That's Elianie.

DR. REBSTOCK: Thank you.

MS. GANS: Can I --

DR. REBSTOCK: Please. Please. And -- and you have three minutes.

MS. GANS: Okay. Well, I have a lot to talk about, so we'll go fast. And maybe you can answer all of it later.

First question is, Was there an RFP for design?
And was there any kind of competition on the design? And who has the authority to approve the design?

DR. REBSTOCK: Okay. So just to remind you of the format, we'll go ahead and let you make your statement and then --

MS. GANS: Oh, okay. Okay.

DR. REBSTOCK: -- specific questions we'll have staff address.

MS. GANS: Okay. So the reason is because, as you know, it is the Grand Canal, and all of this affects our property values a lot. So I'm curious about the design. What we saw there looks like Moscow.

Secondly, landscape. Is that the jurisdiction of the city? And will it be the, quote, indigenous plants that are mostly sort of dead and dying looking, or will it be a landscape architect designer that will actually create something beautiful for us?

The next thing is something about viewing. You said something about viewing. Does that mean there is some kind of public platform that people will be able to come and walk and view the canal and so on like we had at the other end, question?

Noise and vibration. As you said, it's all residential around there and it's Grand Canal and it's gorgeous. And so noise and vibration, is that 24/7? And
what does that entail? I'd like that answered really

   clearly.

   And then there was a discussion or you made a

statement about the city council approving the reallocation
of the lot or the lease that is proposed, the other lot, the
lease that's been proposed. Does that belong to the City?
Who does that belong to? And how is it renegotiated and who
approves that? And do any of us residents actually have a
say in any of this at this point?

   DR. REBSTOCK: Okay.

   MS. GANS: Thank you.

   DR. REBSTOCK: Thank you.

   Okay. I'm going to call up the next speaker. Mike

   Hoffs.

   MR. HOFFS: Good evening. I'm Michael Hoffs. I
live at 110 Hurricane Street. And I've been living there
for -- for over ten years. And I was there, you know,
during the -- our last situation. And, you know, I
basically work in corporate America, you know, during --
with regular banking hours. And, you know, we as residents
of the area, you know, like to, you know -- you know, come
home and hopefully have a -- you know, a -- a sound-free
weekend, if you will. And so I was a little disturbed to
find out that it's going to be a six day a week, and I
really think that's -- you know -- you know, an invasion of
our privacy really more than anything else because, you
know, while there are a lot of people that work a six day a
week, we're not thinking that there is going to be
construction lasting a six-day week.

The other thing is about the parking lot. My
feelings are that -- well, my question is, is that regarding
the parking lot, will it be a staging and parking area only
for the workers of, you know, the area? And my feeling is
-- is that when it's paved and it's given back to the
residents of Hurricane, you know, and everybody, after the
project is actually finished with, I don't think that it
should be a lot that -- you know, that it should be a public
lot. And the reason is that -- is that we've had great
concerns recently and for the last several years, you know,
regarding vagrants parking on the -- you know, on the
street, which is completely legal actually, but in -- you
know, in motor homes and, you know, and whatnot. It's going
to become an area that's virtually shielded from the street,
you know, where, quote, unquote, you're not going to see
crime. And it's going to be a major, major problem. And
it's -- you know, people are going to be able to park there
for undetermined periods, you know, at a time. And -- and
we are going to have problems on the street, without a
doubt. It is going -- it is going to cause crime. And it
will cause your decrease in your -- in your property values.
So my last issue is that I do not feel that any of the workers should be able to get there before 8:00 a.m. We did have a lot of problems with -- you know, with people that had motorcycles, people that, you know, would come to -- come to the job site -- and it's an echo out there, people. It's an echo. You can hear everything. It's like you don't have walls. It's an echo. I can hear everything that you're saying. And I'm going to get in your face and everybody else will if you're making a lot of noise on the street before the time you're supposed to there, even if you are supposed to be there. It's rude if your voice is much louder than it should be. That's all I have to say.

DR. REBSTOCK: Okay. Thank you.

Is there anyone else that would like to speak?

Yes, sir. And if you could state your name for the court reporter.

MR. BRADBURY: Sure. So I'm Steve Bradbury. I'm at 109 Hurricane, right across the street. And I'll echo a couple things that Mike said. The first thing, though, is if we're dealing with a situation of rising sea levels in the first place, why are we doubling down building in an environment that's so close to the ocean? Why are we even putting a second plant so close to the ocean when we're dealing with rising sea levels or potential rising sea levels in the first place? It doesn't make sense. I would
rather see the whole project be moved inland a half a mile
so that if something catastrophic happens, we're not dealing
with a catastrophe. Someone, strikes me, just wasn't
thinking on that. But to the project itself, there is two
issues.

One -- and this came out of conversations we had in
the street conversation -- in the open meeting that we had
in the street. I appreciate the fact that there is a
reference now to finding local office space for people like
myself who work out of the home. It didn't strike me like,
"Yes, it's going to happen." It struck me like, "We're
going to make the effort to talk to the contractor to see if
we could find something that might work." That's kind of
the language that I read. It didn't say, "This will happen
starting on this date and here is the process if you are a
resident and you're working in the area, if you're working
at home, that you'll be able to get it." So I would rather
see something definitive that says, "This is what will
happen if you qualify and you work at home."

The other issue, which was just brought up, was
that parking area. I completely agree. That should not be
a public parking area. The last thing that we want to have
happen, especially in the summertime when visitors from all
over are looking for places to park and they're cruising
around, is to know that there is a parking lot at the end of
the street. And people can just start queuing up on the
street. Literally queuing up in the street, waiting for a
parking space. That means now there is a traffic flow of
people all day coming up and down the street. And I live at
the end -- at one side of it closer to Pacific. So people
will be walking by my house all day and doing whatever
they're going to do. And it's bad enough as it is with we
have vagrant issues and people congregating, the last thing
you want to do is create a space that offers that.

If that parking lot has to exist, it should be for
residents only. It should be permit parking resident only
if it even exists. And the other thing is if you need -- if
you're trying to solve the case of losing three spots on the
street, why create a lot with eight spots? Why not create a
lot with three spots to replace those three and not have an
opportunity for more cars to go park there? If you put a
lot with eight spots, you're inviting more challenge. If
you want to replace three, replace it with three. And don't
put a park -- no park and sitting area and all that. We're
not -- this is the spot we live. We're not looking to
invite people to come down on Hurricane Street. It's a
street like Galleon and all the other streets there that
doesn't -- it's not an invitation for people to just come
and hang out on the street. It goes to property value. It
goes to quality of life. It goes to all of that.
MR. HOFFS: Can I add something to what Steve said -- (inaudible) -- the parking issue. I feel it's extremely important also that --

DR. REBSTOCK: Could you speak in the mic for the court reporter.


So for -- for workers that are participating in -- in the construction every day for the -- for the two-year period, I think it's extremely important, you know, for them to know that there will be very hash penalties if they -- if they park on Hurricane. Steep fines and maybe even termination from the -- you know, from the project.

Otherwise, it is -- it is a city street, and anybody can park there. However, you know, it's the people -- it's the people of Hurricane and Marina Del Rey, as residents, you know, that are -- you know, that are really, you know, suffering the brunt of all of this. So anybody that can't park in that lot in those eight spots should be -- you know, should be bussed in from -- you know, from another site.

DR. REBSTOCK: Okay. Go ahead.

MS. GANS: Do we, as residents, or the residents in the entire neighborhood of the marina peninsula, because it affects everybody and all our properties values and noise levels and parking and everything else we've discussed, do we have any say now as to whether this will be built, won't
be built, moved, design, and all those things I mentioned
before? Do we have any say at all right now, or are we just
sort of talking here?

DR. REBSTOCK: Sure. Okay. So at this point I
would like to address two points, and then I'm going to go
ahead and close -- formally close the public hearing so we
can give the court reporter a rest. And then we'll break,
and then staff will be here to answer any other questions
directly so we can continue the conversation if you want to.

So two items. One, do you have any say? Yes,
absolutely. That's why we're here tonight to take your
public comments. And I think you're hearing that some of
the feedback that we've already received is -- like no
vacating of the street on Hurricane or, yes, making an
effort to look for alternate office space, there are --
there are things that can impact the project design, the
mitigation measures, those types of things. So yes, please
send your comments written, email. You know, thank you for
speaking tonight.

The meeting before the Board of Public Works when
we consider the final EIR will be publically noticed. There
is room for public comment at that point. The meeting
before city council when they consider approving the project
and certifying the environmental document, those are also
public meetings where you have a chance to share your
comments as well. So please, yes, stay engaged in the
process and use our opportunities for you to share your
thoughts.

On the construction worker parking, I did not
highlight this, but there is a mitigation measure requiring
that construction workers park off site and then have a --
take a shuttle that is provided by the construction
contractor to the work site. So there will not be
collection worker parking -- parking on Hurricane Street.
So that -- that is a mitigation measure already in the draft
EIR.

Okay. So thank you, everyone, for coming tonight.
And like I said, we'll go ahead and end the meeting now, but
staff will continue to stay and answer any other questions
that you may have. Thank you.

(The proceedings concluded at 6:46 p.m.)

-oOo-
REPORTER'S CERTIFICATE

The undersigned Certified Shorthand Reporter does hereby declare under penalty of perjury:

THAT the foregoing was taken before me at the time and place therein set forth and was recorded stenographically by me and was thereafter transcribed, said transcript being a true copy of my shorthand notes thereof.

IN WITNESS WHEREOF, I have hereunto subscribed my hand this 2nd day of December, 2016.

________________________________________
DAWN M. DAVILA
Certified Shorthand Reporter
Certificate No. 8383