Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2017-0743, **File Type:** Project **Agenda Number:** 20.

PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 14, 2018

SUBJECT: LOS ANGELES UNION STATION FORECOURT AND ESPLANADE IMPROVEMENTS

ACTION: CERTIFY FINAL ENVIRONMENTAL IMPACT REPORT AND RELATED ACTIONS

RECOMMENDATION

CONSIDER:

A. CERTIFYING the Final Environmental Impact Report (FEIR);

B. AUTHORIZING the Chief Executive Officer (CEO) to file a Notice of Determination with the Los Angeles County Clerk and State of California Clearinghouse;

C. ADOPTING the:

1. Findings of Fact and Statement of Overriding Considerations in accordance with the California Environmental Quality Act (CEQA) and

2. Mitigation Monitoring and Reporting Plan (MMRP); and

D. APPROVING Alternative 3 as the Preferred Alternative.

ISSUE

The Los Angeles Union Station (LAUS) Forecourt and Esplanade Improvements (Project) include pedestrian and bicyclist improvements on Alameda Street, Los Angeles Street and the Union Station Forecourt that were identified in the Union Station Master Plan Implementation Program that was presented to the Metro Board in October 2014. After considerable internal and external stakeholder outreach and technical study, staff is recommending that the Board: adopt and certify the Final EIR with **Alternative 3** as the Preferred Alternative; adopt the Findings of Fact and Statement of Overriding Considerations and the MMRP; and authorize the CEO to file a Notice of Determination (Attachment A). The Project, alternatives, and the environmental process are described in the Statement of Overriding Considerations. The Final EIR, Findings of Fact/Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program are available at <https://www.metro.net/about/union-station/la-union-station-forecourt-and-esplanade/>.

DISCUSSION

The project will reconfigure the public right-of-way in front of Union Station and the LAUS forecourt to expand pedestrian and bike facilities on Alameda and Los Angeles Street and create a civic plaza in front of the station (Attachment B, Project Map). Staff has secured approximately $18M in grant and matching funds (Attachment D, Funding Table) to design and implement all of the Project improvements with the exception of the forecourt, for which staff is actively seeking funds.

The Los Angeles Union Station (LAUS) Forecourt and Esplanade Improvements (Project) elements described in the Draft EIR include:

- Alameda Esplanade: Roadway configuration on Alameda Street between Arcadia Street and Cesar E. Chavez Avenue to narrow the roadway and widen pedestrian and bicyclist facilities.
- Los Angeles Crossing: Consolidated raised intersectional crossing at Alameda and Los Angeles Street, closure of a portion of Los Angeles Street north of the raised median (while maintaining two-way travel on Los Angeles Street in the portion south of the median) and closure of the northern LAUS driveway and re-incorporation of the unidirectional existing buffered bike lane.
- LAUS Forecourt: Repurposing the existing surface parking lot as a new civic plaza with sustainable features.
- Arcadia Street: Repurposing the northern travel lane as a dedicated El Pueblo tour bus parking zone.

Project Goals and Purpose and Need

LAUS is the core of Metro's public transportation system and is at the center of several historic and culturally significant communities in Downtown Los Angeles. The Project will improve passenger safety, create a great place, and improve connectivity for those travelling to and from LAUS.

Alameda Street, within the project boundaries, has a high incidence of severe and fatal collisions. It is among the 386 corridors that represent 6% of Los Angeles' street miles wherein 65% of all deaths and severe injuries involving people walking and biking occur. Between 2012 and 2016, there were two fatalities at the intersection of Alameda Street and Los Angeles. Improving pedestrian safety is thus a core objective of the project.

The Project was informed by the following objectives that were developed through the master planning and Connect US Action Plan processes:

1. Protect and enhance LAUS as a national historic resource by advancing clear sight lines and view sheds to the station.
2. Prioritize connectivity, convenience, and safety for the most vulnerable users (pedestrians, bicyclists, transit patrons and community stakeholders) to safely navigate to and from the project site.
3. Advance desirable and accessible public space at the LAUS forecourt that creates a visually porous and permeable connection between Union Station and the surrounding historic and

cultural communities.
4. Facilitate alternatives to driving by providing infrastructure that enables more walking and bicycling.
5. Enhance the safety and quality of pedestrian and bicycle connections between the station and El Pueblo Historic Monument, Father Serra Park, Olvera Street, and nearby businesses and neighborhoods.
6. Advance sustainability by providing for reduced consumptive water use in a cost-effective manner and improve multimodal facilities that encourage active transportation and reduction in vehicle miles traveled.
7. Advance comprehensive planning for LAUS that leverages it as the major regional transportation hub, a destination, and one of the city's foremost landmarks.

Environmental Analysis

The Project was analyzed through an Environmental Impact Report (EIR) under the California Environmental Quality Act (CEQA). Additionally, Metro has secured Active Transportation Program grant funds that include federal monies. The use of federal funds triggers the requirement for compliance with the National Environmental Policy Act (NEPA). The California Department of Transportation, acting on behalf of the Federal Highway Administration will serve as the Federal Lead Agency. Consistent with the provisions of 23 Code of Federal Regulations §771.117(a)(c)(2), it is anticipated that a Categorical Exclusion will be used to demonstrate compliance with NEPA.

The EIR Notice of Preparation was published on December 22, 2016 (with a 30-day public comment period) and the Notice of Availability of the Draft Environmental Impact Report (DEIR) was published on August 11, 2017 (with a 45-day public comment period). The Project was analyzed under all CEQA issue areas and was found to have no impacts or less than significant impacts in 14 issue areas, less than significant impacts with mitigation measures in 3 issue areas (Biological Resources, Cultural Resources, and Hazards/Hazardous Materials), and significant and unavoidable impacts under Transportation and Traffic due to an increase in motor vehicle delay at selected intersections during AM and PM peak hour travel.

Mitigation Measures

The Final EIR includes a total of nine mitigation measures for the Biological Resources issue area (one mitigation), Cultural Resources issue area (four mitigations), and the Hazards and Hazardous Materials issue area (four mitigations). Metro is the Responsible Agency in implementing and monitoring the mitigation measures. A full description of the mitigation measures is included in the MMRP.

Significant and Unavoidable Impacts: Transportation and Traffic

The State of California adopted Senate Bill 743 (SB743) in 2013 which changes how transportation impacts are measured by moving from measuring vehicle delay measured at intersections and along roadway segments using a metric known as level of service (LOS) to instead measuring projects by the reduction of vehicle miles travelled. The CEQA Guidelines have not yet been updated to reflect this change, therefore, because the impact measure is specific to level of service, the Project results

in significant and unavoidable impacts. If the CEQA Guidelines had been updated to incorporate SB743, very likely as it relates to transportation and traffic, there would be no significant transportation and traffic impacts.

Under current CEQA guidelines (without SB743 implementation), the Project will result in significant and unavoidable impacts in the Transportation and Traffic issue area.
The Project results in significant and avoidable impacts because it increases motor vehicle delays at select study intersections during AM and PM peak hour travel. The Draft EIR Project resulted in 17 significant study intersection impacts which translate to a significant impact under CEQA. Typical mitigation measures for vehicular delay call for roadway widening, which would directly conflict with the project objectives. Therefore, no feasible mitigation measures were identified.

Alternatives

CEQA requires that an EIR describe a range of reasonable alternatives to the project or to the location of the project that could feasibly avoid or lessen any significant environmental impacts while substantially attaining the basic objectives of the project. An EIR should also evaluate the comparative merits of the alternatives. This section describes potential alternatives to the proposed project that have been carried forward for analysis in comparison to the potential environmental impacts associated with the proposed project.

Three alternatives were evaluated:

- Alternative 1 “no project” alternative (required by CEQA) will leave the current conditions in place;
- Alternative 2 “full closure” would fully close Los Angeles Street between the El Pueblo crosswalk/101 Freeway and Alameda Street and restrict tour bus parking on Arcadia Street to off-peak hours (all other project components would remain); and
- Recommended Preferred Alternative 3 “modified left-turn”, would be similar to the project on Los Angeles Street, but would restrict left hand turns from eastbound Los Angeles Street onto northbound Alameda Street, restrict Arcadia Street tour bus parking to off-peak hours, and incorporate a two-way bicycle path in the expanded El Pueblo plaza; all other project components would remain.

All three alternatives performed better than the Project, but still do not reduce impacts to less than significant level. Alternative 2 resulted in 9 significant study intersection impacts. Alternative 3 resulted in 11 significant study intersection impacts.

Outreach

The Project was a component of the Union Station Master Plan and the Connect US Action Plan; both efforts included extensive stakeholder engagement. In addition, staff led a robust outreach program during the preparation of the EIR. The Scoping public comment period lasted forty-five days from August 11 to September 25, 2017. During this period, several briefings and meetings took place with local community groups, community members, elected officials, public agencies, and other stakeholders. Similar briefings were held upon the release of the Draft EIR and in advance of Metro’s public workshop at Metro Headquarters on September 13, 2017 with 30 members of the public

present. In total, over 80 briefings were held with public and private stakeholders; Attachment C includes a summary of the stakeholder engagement during the environmental process.

During the Draft EIR public comment period, a total of ~~36~~ 35 written comments were received and six commenters spoke during the September 13 public workshop. Broadly, the comments focused on the following topics:

- Cultural and Archeological Resources
- Traffic
- Improved bicycle safety and connections
- Homelessness
- Accessibility Needs
- Coordination with other public projects
- Construction Impacts
- Local Business Support

Responses were prepared for all comments received; they are outlined in Chapter 8 of the FEIR.

Of note, the two most prevalent public comments focused on the El Pueblo Merchants' concerns over construction impacts and public requests for improved active transportation connections to existing facilities.

In response, Metro has committed to continued coordination with the Merchants during design and construction including:

- As feasible, Metro will work with the Merchants to avoid construction during the most significant El Pueblo events.
- Signage will be put in place during construction to note that El Pueblo is open and operational.
- In advance of construction, Metro will work with the Merchants to develop a targeted marketing plan for online digital ads that includes a calendar of major El Pueblo events, marketing these events, and ensuring targeted audiences, including tourists and regional communities, are reached.

Several individuals submitted comments requesting a two-way bicycle facility on Los Angeles Street. Staff accepted this recommendation in the FEIR and submitted an ATP 'scope change' request to Caltrans for consideration and approval of a two-way bicycle path in the expanded El Pueblo plaza area adjacent to the west side of Los Angeles Street, as this particular improvement is funded by an ATP Cycle 3 grant. This improvement will further advance core Project goals of multimodalism, safety and improved connections from Union Station to surrounding communities.

Other stakeholders comments focused on design considerations and will be addressed with stakeholders during the design process, which will be initiated in Spring 2018 (assuming the Board certifies the FEIR). These include:

- Design considerations for special-needs users;
- Incorporation of additional historic features such as notation of the original boundaries of old Chinatown;

- Further design considerations for separating bicyclists and pedestrians on Alameda Esplanade;
- Wayfinding, and any signalization needed for new two-way bike path within the extended El Pueblo Plaza on Los Angeles Street.

FEIR Recommendations

Staff recommends that the Board certify the FEIR with **Alternative 3** (modified left-hand turn) as the Preferred Alternative. Alternative 3 (modified left-hand turn) performed better than the Draft EIR Project and while it performed slightly less than Alternative 2 (full closure), it still results in the desired project benefits, aligns with the project objectives, and was overwhelmingly the desired alternative from the general public.

Statement of Overriding Considerations and Findings of Fact

CEQA Guidelines Section 15091 (a) states that if the specific economic, legal, social, technological or other benefits of the project outweigh the unavoidable adverse effects, those effects may be considered acceptable. The Board must find that notwithstanding the disclosure of these significant and unavoidable impacts, there are specific overriding reasons for approving the Project and that these reasons serve to override and outweigh the Project's significant unavoidable effects. CEQA requires Metro to support, in writing, the specific reasons for considering a project acceptable when significant impacts cannot be unavoided or substantially lessened. The findings are described below and in the necessary Statement of Overriding Considerations.

While the Preferred Alternative will result in significant and unavoidable impacts as a result of delays to motor vehicle movement, the Preferred Alternative results in social and community, economic, sustainability and public health benefits. The benefits are described below and in greater detail in the Statement of Overriding Considerations.

- *Social and community enhancements.* The Preferred Alternative improves connections to surrounding communities, commercial areas, civic institutions, and employment centers and provides dedicated paths of travel for pedestrians, cyclists and vehicles and reduces conflicts (collisions and injury to people and damage to property).
- *Economic benefits.* The Preferred Alternative creates safe connections and path of travel between LAUS and surrounding businesses and employment centers that have the potential to increase overall activity at LAUS and surrounding areas, as well as short-term economic benefits during construction with the creation of construction jobs.
- *Sustainability benefits.* The Preferred Alternative design will advance sustainability through a reduction in heat island impacts, protection of surface water through the use of Best Management Practices and reduction in VMT and promotion of active transportation and increase transit ridership.
- *Public health benefits.* The Preferred Alternative will improve connections between LAUS and surrounding areas and will make it easier and safer to walk and bike as an alternative mode of travel, which have documented public health benefits.

DETERMINATION OF SAFETY IMPACT

As previously noted, Alameda Street, within the project boundaries, is identified in the Vision Zero HIN. Certification of the FEIR and the resulting design and project implementation, will greatly improve customer and employee safety while travelling to and from Los Angeles Union Station. The proposed improvements will reduce pedestrian crossing distances on Alameda Street and Los Angeles Street, slow vehicular speed, and provide visual cues to motorists through the widened sidewalks and expanded and raised crossing.

FINANCIAL IMPACT

Funding for the environmental services was included in the FY18 budget in Project 405557, Task 04.02 and will be fully expended at the end of this fiscal year. The Board approved the Project Architectural and Engineering contract in November 2017 funded in Project 405557, Task 04.03 (additional sub-tasks shall be created to track expenditures for each grant source). The architectural and engineering contract is funded by approximately 60% State Active Transportation Planning (ATP) Grant Program and 40% Metro local match. As this is a multi-year project, the cost center manager and Chief Planning Officer will be responsible for budgeting each fiscal year.

Impact to Budget

The current funding for the project is General Fund and ATP grant funds. General Fund revenues are eligible for bus/rail operating and capital expenses.

ALTERNATIVES CONSIDERED

The Board could delay action to certify the FEIR, adopt the Findings of Fact and Statement of Overriding Considerations, as well as the MMRP. Deferral of these actions is not recommended as they would delay the Project schedule including advancing design, stakeholder engagement, coordinating with various City of Los Angeles departments, and meeting the stringent terms of the ATP grant program.

The Board could decide to support the Draft EIR Project and reject the staff recommendation to advance **Alternative 3** as the Preferred Alternative. This is not recommended. The Project and Alternative 3 are very similar in overall design; they simply operate differently with the restricted left-hand turn on Alameda from Los Angeles Street and with the restrictions on Arcadia Street for tour bus parking during peak hour. An additional six study intersections are impacted with the Draft EIR Project over Alternative 3.

The Board could decide to select Alternative 1, “no project.” This is not recommended as it would result in existing conditions and would be contrary to the overall vision for LAUS that has been led by the Board and supported by the public, and would conflict with the Project goals and objectives. Additionally, Metro has secured State grant funding to advance this project.

The Board could select Alternative 2, ‘full closure’. This is not recommended as local businesses and

stakeholders from the El Pueblo campus are strongly opposed to Alternative 2. Proceeding with **Alternative 3** allows for a balanced approach that allows for the attainment of the project goals and benefits and does not preclude the City from pursuing a full closure in the future.

NEXT STEPS

Upon Board certification of the FEIR, staff will kick-off a robust stakeholder engagement effort to advance project design.

ATTACHMENTS

Attachment A - Notice of Determination
Attachment B - Project Map
Attachment C - Summary of Outreach
Attachment D - Funding Table

Prepared by: Elizabeth Carvajal, Senior Manager, Countywide Planning & Development, (213) 922-3084
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Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077

Phillip A. Washington
Chief Executive Officer

Print Form

Notice of Determination

Appendix D

To:

☒ Office of Planning and Research

U.S. Mail: P.O. Box 3044, Sacramento, CA 95812-3044

Street Address: 1400 Tenth St., Rm 113, Sacramento, CA 95814

☒ County Clerk
County of: Los Angeles
Address: 12400 Imperial Highway, Norwalk, CA 90650

From:

Public Agency: L.A. County Metro
Address: One Gateway Plaza, MS 99-23-4, Los Angeles, CA 90012
Contact: Elizabeth Carvajal
Phone: (213) 922-3084

Lead Agency (if different from above):

Address:

Contact:
Phone:

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): SCH #2016121064

Project Title: Los Angeles Union Station Forecourt and Esplanade Improvements Environmental Impact Report

Project Applicant: Los Angeles County Metropolitan Transportation Authority

Project Location (include county): 34° 03' 22.63" N 118° 14' 13.68" W (Los Angeles County, CA)

Project Description:

See attachment

This is to advise that the Los Angeles County Metropolitan Transportation Authority (☒ Lead Agency or ☐ Responsible Agency) has approved the above described project on March 1, 2018 (date) and has made the following determinations regarding the above described project.

1. The project [☒ will ☐ will not] have a significant effect on the environment.
2. ☒ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   ☐ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [☒ were ☐ were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [☒ was ☐ was not] adopted for this project.
5. A statement of Overriding Considerations [☒ was ☐ was not] adopted for this project.
6. Findings [☒ were ☐ were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:
https://www.metro.net/about/union-station/la-union-station-forecourt-and-esplanade/

Signature (Public Agency): _____ Title: _____

Date: _____ Date Received for filing at OPR: _____

Authority cited: Sections 21083, Public Resources Code.
Reference Section 21000-21174, Public Resources Code.

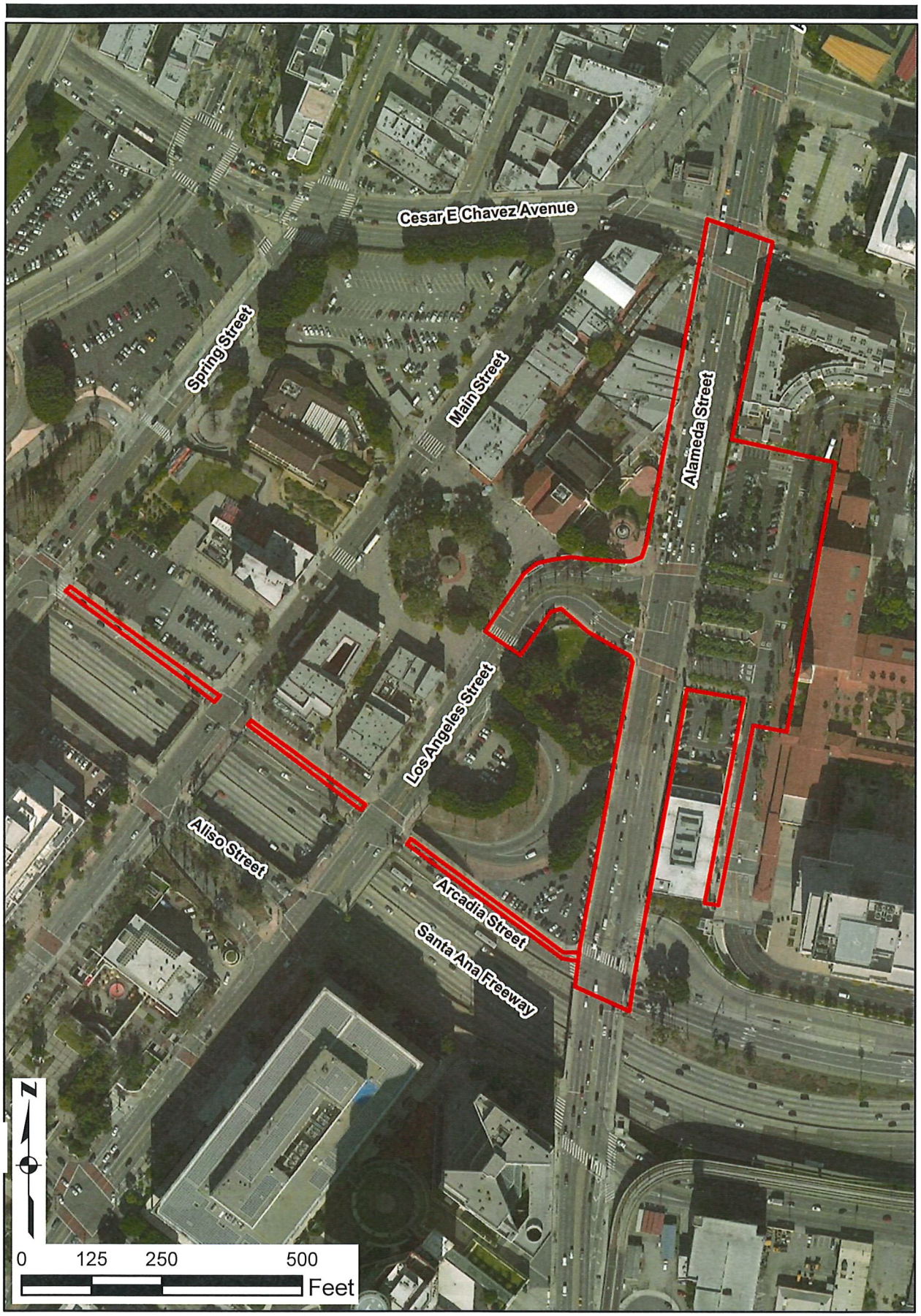
Revised 2011

Project Description

The Project will focus on perimeter improvements to enhance pedestrian accessibility, safety, and connectivity. The proposed improvements to Los Angeles Union Station (LAUS) include removing the short-term parking northwest of the entrance to LAUS (approximately 60 spaces) to create a new civic plaza with an outdoor seating area; creating a new esplanade along Alameda Street (between Cesar E. Chavez Avenue and Arcadia) by narrowing the roadway and reallocating roadway area for the expanded pedestrian and bicyclist multiuse esplanade on the eastside and widened sidewalks on the west; reconfiguring the entrance from LAUS to the El Pueblo de Los Angeles State Historic Park by creating a new expanded, raised pedestrian crossing that leads into a new pedestrian plaza that includes a two-way off-street bicycle path through the expanded El Pueblo plaza area near the west side of Los Angeles Street; providing pedestrian safety and additional connectivity through the partial closure of Los Angeles Street and closure of the northern LAUS driveway on Alameda Street; and repurposing the northernmost travel lane on Arcadia Street (adjacent to El Pueblo) between Alameda Street and Spring Street into a tour bus parking area designated for El Pueblo.

Attachment B: Project Map

Metro



Project Area Map

Attachment C

Summary of Stakeholder Engagement for LAUS Forecourt and Esplanade Improvements EIR

The table below is a record of the meetings and briefings that took place regarding the Environmental Impact Report for the Los Angeles Union Station Forecourt and Esplanade Improvements. Nearly 300 people were engaged through this process.

Public Agencies

Date	Agency	Name	Title	Content of Meeting
Federal				
N/A				
State				
Multiple	California High Speed Rail Authority	Multiple		Project coordination
September 5, 2017	California State Parks	Corey Christopher and Leslie Hartzell		Project Overview
November 3, 2015	Caltrans	Rick Holland; Yunis Ghausi; Linda Tiara		Project overview & traffic study scope
June 30, 2017	Caltrans	Inter-Governmental Review		Project update and freeway off-ramp analysis
January 5, 2018	Caltrans	Dale Benson, Robert Wong, Quint Chemnitz, Michael Enwedo		Final EIR
County				
Multiple	Metro	Link US Project Team		Project coordination
July 25, 2016, August 24, 2016, and May 2, 2017	Metro - Bus Operations	Metro Bus Operations staff		Briefing on project design elements relative to existing bus routes, layover assumptions and bus operations
January 6, 2017	Los Angeles Supervisorial District 1	Javier Hernandez		Project Overview
January 26, 2017	Metro	Elizabeth Carvajal	Sr. Manager	Scoping Meeting
May 2, 2017	Metro - Union Station Property Management	Kenneth Pratt		Briefing on project design elements relative to Union Station operations
July 25, 2017	Supervisor	Javier Hernandez		Project Overview

Date	Agency	Name	Title	Content of Meeting
	Solis's Office, SD 1			
September 6, 2017	Metropolitan Water District			
September 6, 2017	Metro	Metro Technical Advisory Committee		
September 13, 2017	Metro	Project Public Workshop		Project overview
September 14, 2017	Metro	Metro Accessibility Advisory Committee		
September 21, 2017	Metro	Metro Technical Advisory Committee: Streets and Freeways Committee		
November 2, 2017	Metro	Metro Union Station area Roundtable		
December 8, 2017	Office of Supervisor Solis	Javier Hernandez		Final EIR
December 18, 2017	Metropolitan Water District	Staff representatives		Comment letter
January 18, 2018	Union Station Area Roundtable			Final EIR
City				
January 21, 2016	LADOT	Tomas Carranza; Wes Pringle		Traffic study scope
April 7, 2016	LADOT & LADCP	Patricia Diefenderfer; Bryan Eck; Tomas Carranza; Karina Macias		Traffic study scope
April 29, 2016	Office of Historic Resources	Ken Bernstein	Manager and Principal City Planner	Coordinate efforts between the Metro, High Speed Rail (HSR), and Link US
October 21, 2016	LADOT	Tomas Carranza; Wes Pringle		Traffic study scope
December 7, 2016	LADOT Complete Streets Committee	Tomas Carranza; Zaki Mustafa; Karina Macias; Valerie Watson;		Briefing on project design elements relative to pedestrian and vehicle circulation

Date	Agency	Name	Title	Content of Meeting
		Sean Skehan; Dan Mitchell		& traffic study scope
December 8, 2016	Office of Councilmember Jose Huizar	Nate Hayward		Project Overview
January 6, 2017	Los Angeles Council District 14 and Mayor's Office			Project Overview
January 12, 2017, August 24, 2017, September 14, 2017, and September 21, 2017	El Pueblo Commission			Briefing on project design elements relative to pedestrian and vehicle circulation
January 20, 2017	Office of Councilmember Gil Cedillo	Sharon Lowe and Gerald Gubatan		Project Overview
April 20, 2017	LADOT	Seleta Reynolds; Dan Mitchell; Marcel Porras	GM Assistant GM	Project Overview
June 20, 2017	LADOT	Dan Mitchell	Assistant GM	Discussion of Alameda Street/US 101 Freeway ramp intersections
July 19, 2017	LAFD	Captain David Sifuentes; Robert Duff		Project overview
July 24, 2017	Los Angeles Councilmember Huizar's Office, CD14	Nate Hayward		
July 26, 2017	Los Angeles Councilmember Cedillo's Office, CD1	Luis Gonzalez, Gerland Gubatan, Arturo Chavez, Sharon Lowe		
August 4, 2017	Los Angeles Councilmember Huizar's Office, CD 14, and El Pueblo Commission Manager Chris Espinosa	Nate Hayward, Chris Espinosa		
August 24, 2017, September 11,	El Pueblo Merchants	El Pueblo Merchants		Briefing on project design elements

Date	Agency	Name	Title	Content of Meeting
2017, and September 21, 2017				relative to pedestrian and vehicle circulation
September 1, 2017	City of Los Angeles	Ashley Stracke	Director of Neighborhood Services	Briefing
September 12, 2017	LADOT	Robin Aksu	Robin Aksu, Transportation Planning Associate II, New Mobility, LADOT (part of Marcel Porra's team)	
September 26, 2017	Offices of Mayor Garcetti, Councilmember Huizar and Supervisor Solis			Briefing
November 16, 2017	Mayor Garcetti's office	Nicole Serrano		Briefing
November 17, 2017	LADOT	Tomas Carranza and Eddie Guerrero		Comment letter
December 7, 2017	LADOT	Eddie Guerrero and Erik Zambon		Comment letter
December 8, 2017	Office of Councilmember Jose Huizar (CD14)	Nate Hayward		Final EIR
December 8, 2017	Mayor's Office	Dan Rodman and Nicole Serrano		Final EIR
December 20, 2017	LADOT	Tim Fremaux, Valerie Watson and Shahin Kjajavi		Comment letter
January 5, 2018	El Pueblo staff			Comment letter
January 25, 2018	El Pueblo Commission			Comment letter and Final EIR

Private Organizations

Date	Agency	Name	Title	Content of Meeting
April 29, 2016	Los Angeles Conservancy	Adrian Scott Fine	Directory of Advocacy	Coordinate efforts between the Metro, High Speed Rail and

Date	Agency	Name	Title	Content of Meeting
				Link US
July 25, 2016	Los Angeles Union Station Historical Society	Susan Macadams; Tom Savio; Alan Weeks		Review the scope of the project and discuss the historical society's concerns
November 6, 2017	First 5 LA	Vigita Fajardo	Facilities Manager	Briefing
December 21, 2016, and August 17, 2017	Historic Cultural Neighborhood Council (HCNC) - Urban Design & Land Use Committee (LUC)			Briefing
January 9, 2017, and September 11, 2017	Los Angeles River Artists and Business Association (LARABA)			Project Overview
January 11, 2017, and September 14, 2017	Regional Connector Community Leadership Council - 1st and Central Committee			Project Overview
January 13, 2017, and September 8, 2017	Arts District Los Angeles Business Improvement District (ADLA BID)			Project Overview
January 18, 2017, and August 17, 2017	Historic Cultural Neighborhood Council (HCNC) - Urban Design & Land Use Committee (LUC)	Committee Members		Project Overview
January 23, 2017, and August 28, 2017	Chinatown Service Center			Project Overview
January 24, 2017	Los Angeles Union Station Historical Society	Susan Macadams; Tom Savio; Alan Weeks		Review the scope of the project and discuss the historical society's concerns
January 24, 2017	Morlin - Union Station Property Management	Matthew Johnson; Jeff Gunther; Ashley Nazarian		Briefing on project design elements relative to Union Station operations

Date	Agency	Name	Title	Content of Meeting
January 24, 2017, and September 20, 2017	Little Tokyo Community Council			Project Overview
January 26, 2017	Chinatown Business Improvement District			Project Overview
April 10, 2017	Los Angeles Conservancy	Adrian Scott Fine	Directory of Advocacy	Metro Planning and Metro Sustainability discussed Forecourt and sustainability projects
April 18, 2017	Architectural Resources Group (ARG)	Christopher Smith		Metro Sustainability discussed Forecourt and sustainability projects
May 2, 2017	Morlin - Union Station Property Management	Matthew Johnson		Briefing on project design elements relative to Union Station operations
August 11, 2017	Friends of the Chinese American Museum			Briefing
August 28, 2017	Chinatown Service Center			Briefing
September 11, 2017	Chinatown Business Improvement District	George Yu, Ashley Stracke, Megan Teramoto		Project Overview
October 18, 2017	Gabrielino Kizh Tribal Consultation			Briefing and Mitigation Measures
December 13, 2017	Mozaic Apartments	Allan Canales	Community Manager	Briefing
January 8, 2018	El Pueblo Merchants			Comment letter
January 12, 2018	Los Angeles Bicycle Advisory Committee representatives	Jennifer A. Gill and Michael MacDonald		Comment letter
January 18, 2018	Los Angeles County Bicycle Coalition	Lyndsey Nolan	Policy & Outreach Coordinator	Final EIR and bike path

DEIR Public Workshop

The project team hosted a public workshop on the Draft EIR at Metro Headquarters, 3rd floor and Board Room on Wednesday, September 13, 2017 from 6-8pm. Mandarin and Spanish translators were present offering translation services. A court reporter was present to record all oral public comments. A total of 30 members of the public attended.

DEIR Distribution

Copies of the DEIR were made public at the Los Angeles Main Library, 630 West 5th Street, Los Angeles, CA 90071, the Chinatown Branch Library, 639 N. Hill Street, Los Angeles, CA 90012, and on Metro's project website: https://www.metro.net/about/union-station/la-union-station-forecourt-and-esplanade/.

Email and Newspaper Notifications

Four emails were sent to stakeholders announcing the release of the DEIR and the date of the public workshop, identifying where copies of the DEIR can be located, both online and in person, and reminding of closing comment period on the following dates: August 11, 2017, August 30, 2017, September 11, 2017, and September 19, 2017. The emails reached a total of 3,571 recipients via the project's various distribution lists and were sent to the following Metro Advisory groups: Metro's Citizen Advisory Committee (24 members); Metro's Technical Advisory Committee (35 members); Metro Service Councils (45 members, plus the 426 members of the public on their mailing lists).

The release of the DEIR was advertised in six local newspapers (Los Angeles Daily News, Eastside Sun, Downtown News, La Opinion, Chinese Daily/World Journal, and Rafu Shimpo).

Flyer Distribution

A total of 330 flyers announcing the public workshop were mailed to parcels in a 500 foot radius of the project area. An additional 1,250 flyers were hand-delivered by staff to the following locations:

- Chinese Benevolent Consolidated Association, 925 N Broadway, Los Angeles, CA 90012
- LA Historic Park, 1315 North Spring Street, Los Angeles, CA 90012 (Visitor Center)
- Apline Recreational Center: 817 Yale St, Los Angeles, CA 90012
- Blossom Plaza, 900 N Broadway, Los Angeles, CA 90012
- Calstelar Elementary School, 840 Yale St, Los Angeles, CA 90012
- Chinese American Museum, 425 N Los Angeles St, Los Angeles, CA 90012
- Little Tokyo Service Center, 231 E 3rd St # G106, Los Angeles, CA 90013
- Little Tokyo Branch Library, 203 S Los Angeles St, Los Angeles, CA 90012
- Little Tokyo Koban and Visitor's Center, 307 E 1st St, Los Angeles, CA 90012

Online Articles

Staff published articles on both Metro's English-language blog The Source and Spanish-language blog El Pasajero on August 11, 2017:

- The Source: http://thesource.metro.net/2017/08/11/environmental-study-released-for-union-station-forecourt-and-esplanade-project/
- El Pasajero: http://elpasajero.metro.net/2017/08/11/dan-a-conocer-el-estudio-ambiental-para-el-proyecto-de-la-explanada-de-union-station/

Additionally, Elizabeth Carvajal represented the project in the following interviews:

- KPCC, aired and published online on August 16, 2017: https://www.scpr.org/news/2017/08/16/74744/union-station-changes-call-for-more-space-for-walk/
- The Planning Report, published online on September 21, 2017: http://www.planningreport.com/2017/09/21/la-union-station-s-perimeter-redesign-all-about-access-transit

In addition to Metro staff efforts, the following blogs discussed the project and the release of the DEIR:

- http://www.masstransitmag.com/press_release/12359280/metro-releases-draft-eir-for-los-angeles-union-station-forecourt-and-esplanade-improvement-project-public-workshop-scheduled-for-september-13
- http://www.rtands.com/index.php/track-maintenance/off-track-maintenance/lacmta-releases-draft-eir-of-union-station-improvements.html
- https://la.curbed.com/2017/8/13/16141432/union-station-entrance-plaza-esplanade-pedestrian

Social Media

Metro staff posted on the agency's Facebook (@losangelesmetro) and Twitter (@metrolosangeles) handles, announcing the release of the DEIR and the public workshop meeting. Staff posted on Facebook August 13, 2017, receiving 94 likes, 5 comments, and 12 shares. Staff posted on Twitter on August 11, 2017 and September 11, 2017, receiving 5 retweets and 13 likes and 10 retweets and 4 likes, respectively.

Final EIR

The Final EIR was posted on the project website on January 16th. The release of the Final EIR was advertised in six newspapers (Los Angeles Daily News, Eastside Sun, Downtown News, La Opinion, Chinese Daily/World Journal, and Rafu Shimpo), via email notification to Union Station stakeholders, an *Every Voice Counts* announcement, and a Source article.

Attachment D: Funding Table

Los Angeles Union Station Forecourt and Esplanade Improvements

Cost Type	Estimated Cost $17,893,464.00 (excludes forecourt)

Revenue

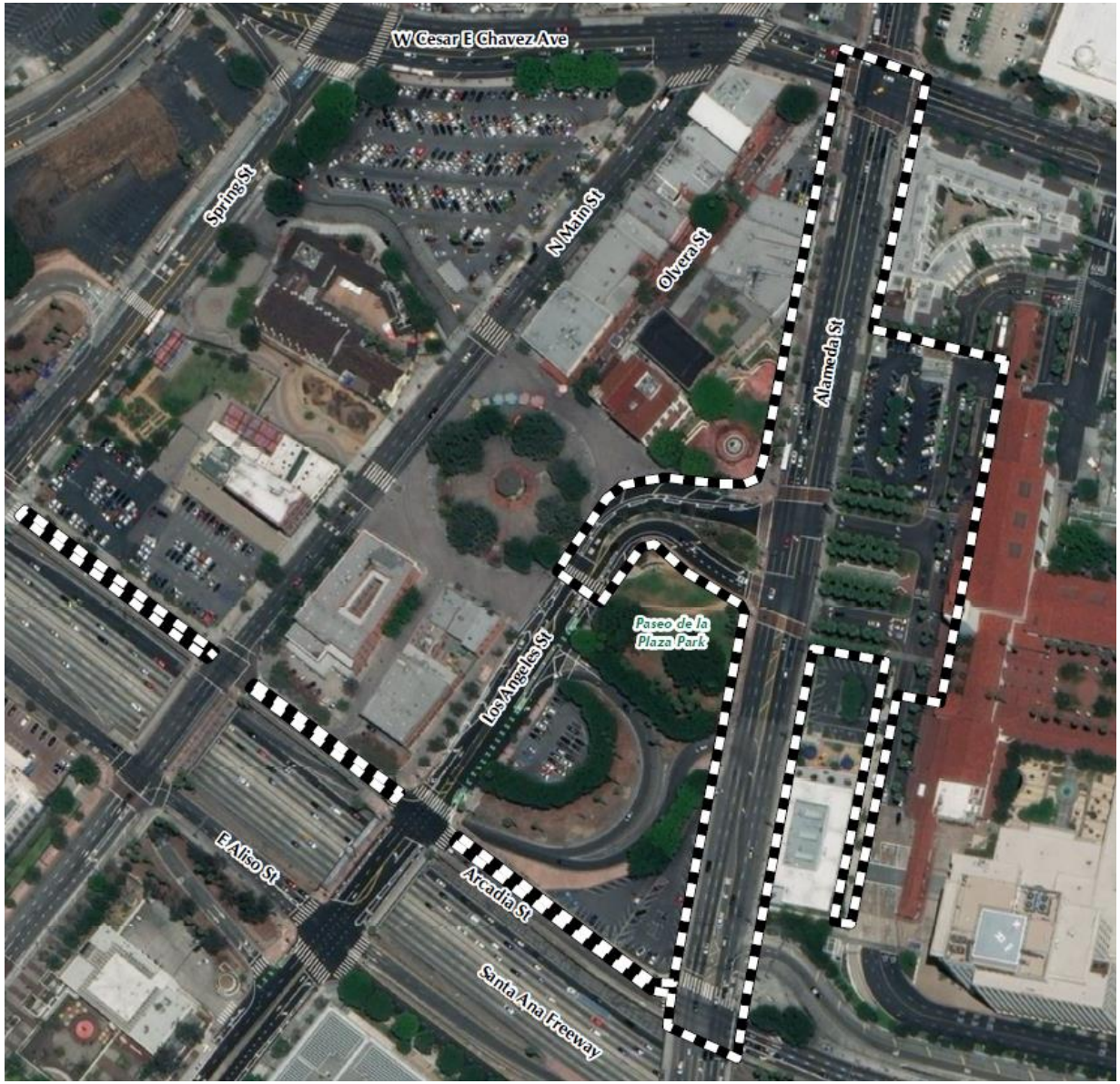
Funding Source	Type	Amount	Status
Federal	Active Transportation Program (FHWA) Cycle 2 and Cycle 3	$15,497,464.00	Committed
State	STIP	$0	
	Cap & Trade	$0	
Local	Metro Local	$2,396,000.00	Committed
Total Revenue		$17,893,464.00	

LA Union Station Forecourt and Esplanade Improvements FEIR

Planning and Programming Committee, February 14, 2018

Legistar File: 2017-0743

- 2011: Metro acquired Union Station
- 2012-2014: Master Planning Process
- 2015-2017: Metro secured $15.5 million Active Transportation Program (ATP) grant funds
- Published Notice of Preparation on December 22, 2016-held EIR Scoping meeting on January 13, 2017
- Published Notice of Availability of Draft EIR on August 22, 2017 and hosted Draft EIR workshop on September 13, 2017
- January 16, 2018: Final EIR posted on Metro website



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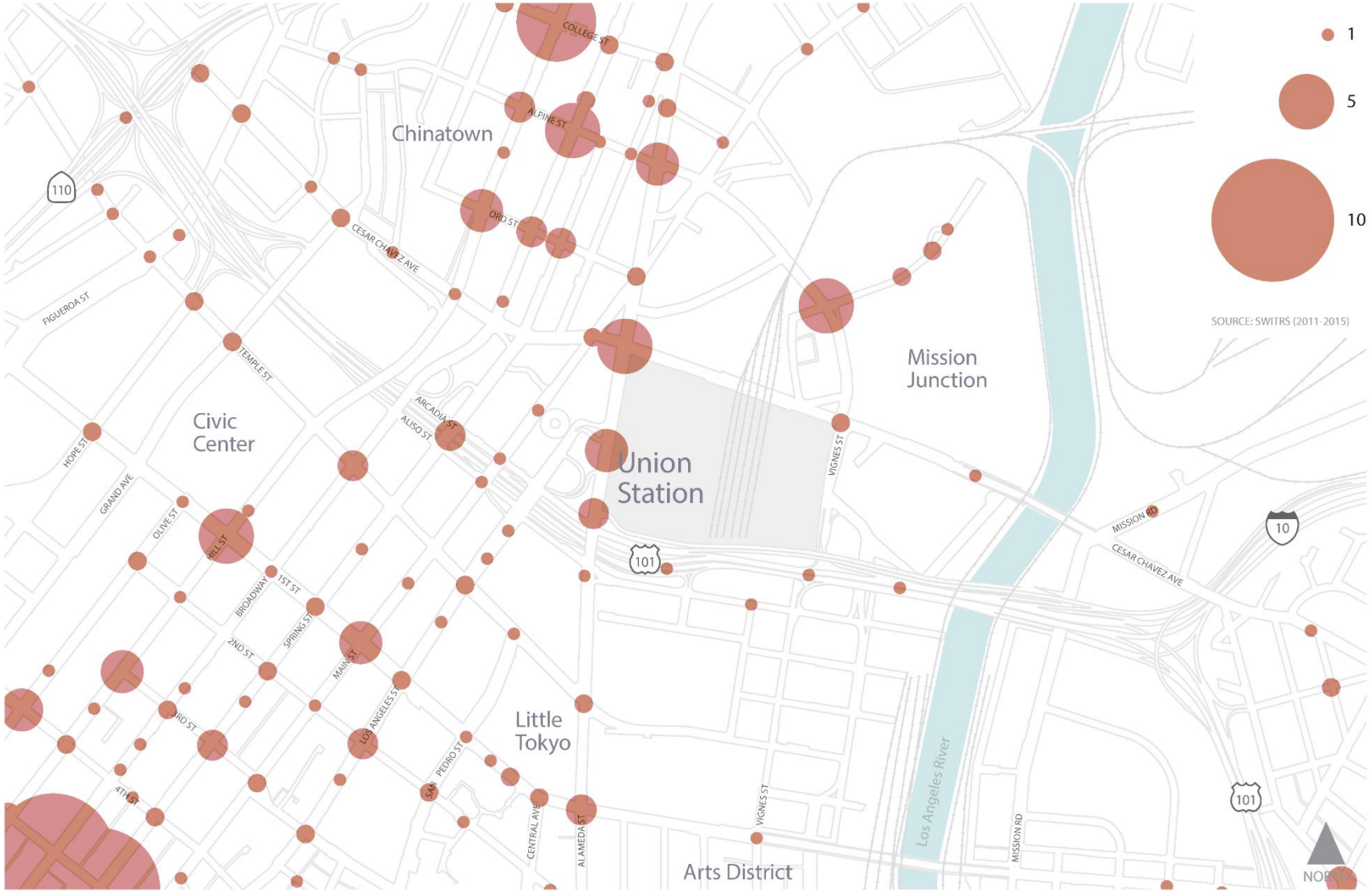
LEGEND

Project Site

Metro

Project Area



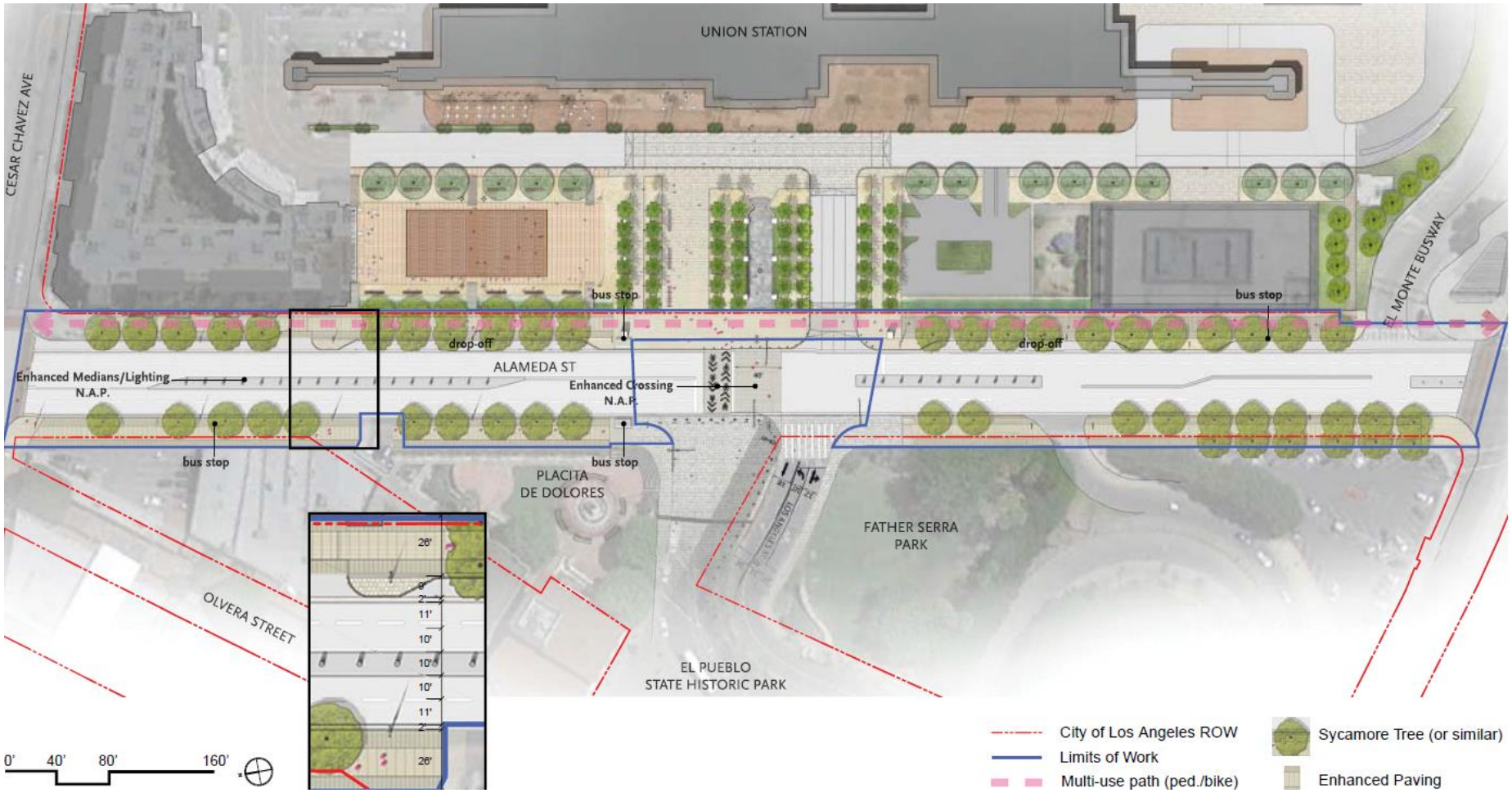
Metro

Pedestrian Collisions

- Project analyzed under all 18 CEQA impact areas
- **Less than significant impacts with mitigation measures** in Biological Resources, Cultural Resources, and Hazards and Hazardous Materials
- **Significant and Unavoidable Impacts** in Transportation and Traffic

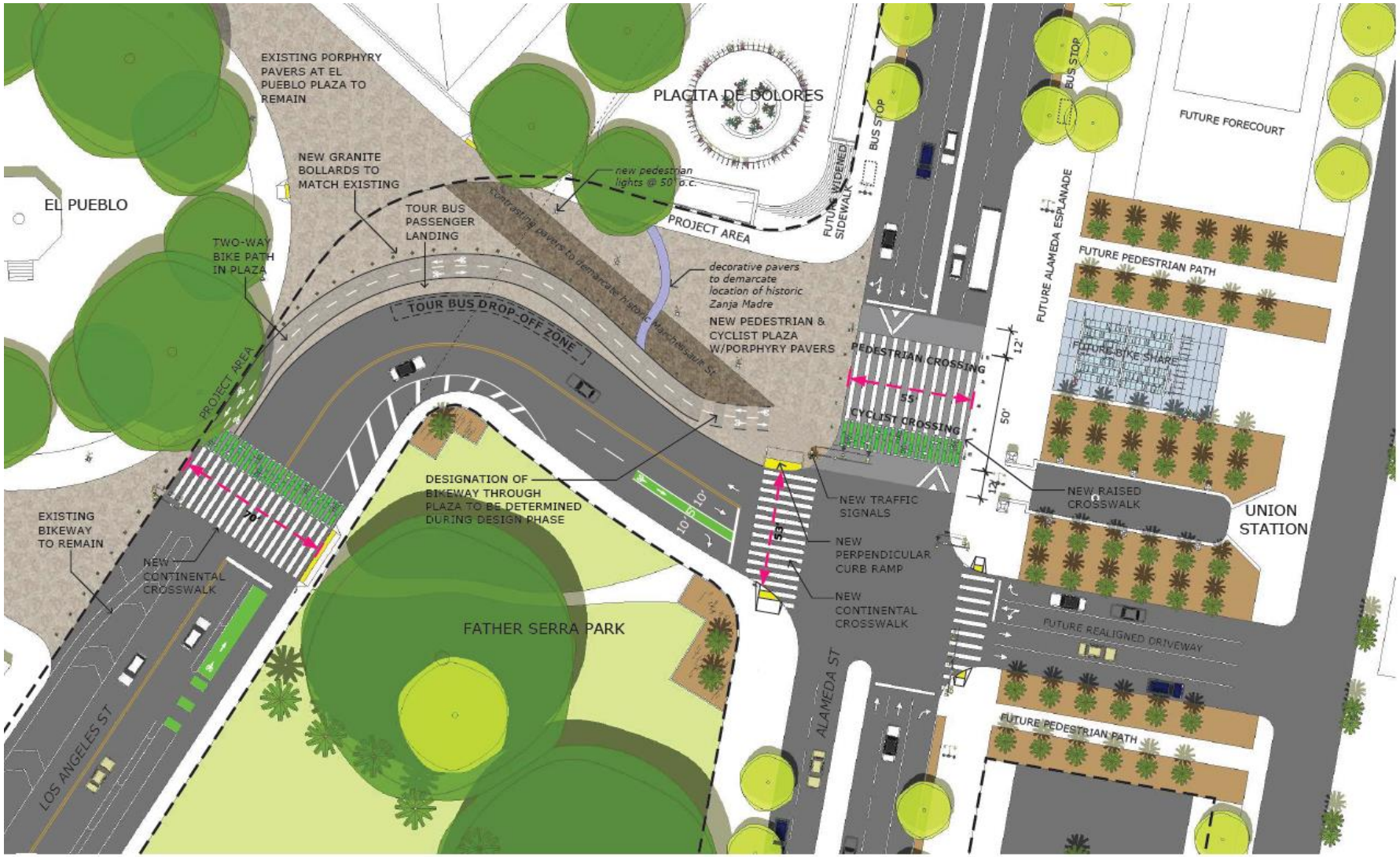
- Community-driven planning process
- Over 80 stakeholder meetings held
- Five El Pueblo Commission meetings and one Olvera Street Merchants focus group meeting
- 41 Public Comments received on the Draft EIR
- Responses summarized in Chapter 8-*Response to Comments*

Final EIR Recommendations- Alternative 3



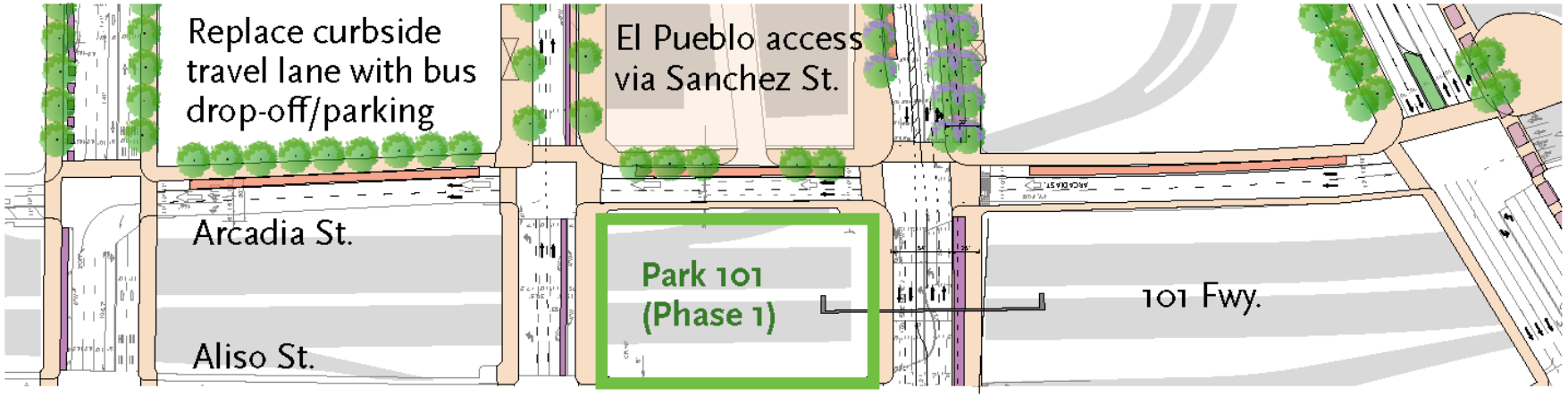
Metro

Alameda Esplanade and LAUS Forecourt



Metro

Los Angeles Street
Preferred Alternative –Alternative 3



Arcadia St. & Aliso St. at El Pueblo

Proposed bus drop-off/parking on north side of Arcadia St.