



Board Report

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Agenda Number: 32.

CONSTRUCTION COMMITTEE OCTOBER 18, 2018

SUBJECT: DIVISION 20 PORTAL WIDENING AND TURNBACK FACILITY

ACTION: APPROVE RECOMMENDATIONS

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 (FF/SOC) in accordance with the California Environmental Quality Act (CEQA); and
 2. Mitigation Monitoring and Reporting Plan (MMRP).

ISSUE

Division 20 is located at 300 S. Santa Fe Ave near 4th Street in downtown Los Angeles. Metro committed to the Federal Transit Administration (FTA), as part of the Full Funding Grant Agreement for the Westside Purple Line Extension (WPLE) Section 1, to make appropriate infrastructure modifications to allow the Purple Line system to operate at reduced headways. The Full Funding Grant Agreement states that reduced headways must be achievable by late 2024.

To achieve the required headways for the Red and Purple Lines, the existing portal between Union Station and Metro Rail Division 20 must be widened, and existing tracks must be modified where Purple and Red Line trains transition from the existing twin bored tunnels to the current rail yard facilities at Metro Rail Division 20. In addition to the portal widening, a turnback facility must be constructed to maximize and optimize the ability of trains to change directions to and from Union Station. The portal widening and turnback facility are herein referred to as the Proposed Project.

After considerable technical study and internal and external stakeholder outreach, staff is

recommending that the Board: certify the FEIR; adopt the FF/SOC (Attachment A) and the MMRP (Attachment B); and authorize the CEO to file a Notice of Determination (Attachment C). The Proposed Project and the environmental process are described in the FF/SOC. The FEIR, FF/SOC, and MMRP are available at <https://www.metro.net/projects/division-20/>.

BACKGROUND

On March 23, 2017, the Metro Board of Directors certified the Final Initial Study/Mitigated Negative Declaration (IS/MND) and approved the award of a design contract for the Division 20 Portal Widening Turnback Project (original project). The scope of the project was to construct a turnback facility on the west side of the Red and Purple Line yard (Division 20) with the turnback facility terminating east of the One Santa Fe residence and within Metro property located between 1st and 3rd Streets. It also included widening the existing tunnel portal to accommodate the additional tracks. The adopted IS/MND environmental analysis prepared for this original project included full acquisition of the Viertel's Tow Yard property (just northwest of the portal opening).

On April 27, 2017, the Board received an update (File #2017-0130) on Metro's long-term needs at Division 20 in the Downtown Los Angeles Arts District and the accommodations necessary for a potential future Arts District passenger rail station (the majority of public comments on the certified IS/MND showed a strong preference for a station to be located in the Arts District near 6th Street). The report also addressed the increased need for additional storage capacity for Metro's growing rail fleet including accommodations for storage of WPLE trains at Division 20.

Subsequently, the Division 20 Portal Widening Turnback Project has been revised to include storage tracks for WPLE as well as a modified turnback facility that not only meets operational requirements and flexibility, but minimizes significant future infrastructure modifications and interruptions to service if the 6th Street Station is approved and funded. The combination of portal widening and turnback tracks to support two-minute headways, additional storage tracks and accommodation for a future station at 6th Street - all within a constrained footprint of an active rail maintenance and storage site - have significantly increased the size and complexity of this project.

Due to these changes in scope, an EIR has been prepared for the modified project (the Proposed Project), incorporating relevant analysis from the IS/MND.

Staff is recommending approval of this Board action to certify the FEIR. Certifying the FEIR establishes that the FEIR complies with CEQA; the FEIR was presented to the Board and that the Board reviewed and considered the information contained in the Final EIR prior to approving the Proposed Project; and the Final EIR reflects Metro's independent judgment and analysis.

Staff also recommends authorizing the CEO to file a Notice of Determination with the Los Angeles County Clerk and State of California Clearinghouse. In addition, staff is recommending the adoption of the FF/SOC and the MMRP.

DISCUSSION

The Proposed Project will widen the existing portal for the Metro Red and Purple Lines Maintenance Yard (Division 20), develop a high-capacity turnback facility, increase train storage capacity, and reconfigure the existing internal tracks and access roads at Division 20 (Attachment D, Project Map) so as not to preclude a future Arts District/6th St. Station. In April 2016, the Board approved a budget of \$3.5M to initiate design of the project.

The elements of the Proposed Project described in the EIR include:

- Widening the tunnel portal that currently connects the Metro Red and Purple Lines to Division 20, including construction of a column in the portal area and a new ventilation shaft building;
- Constructing new storage tracks;
- Reconfiguring existing tracks and access roads to accommodate a turnback facility;
- Installing a new Traction Power Substation (TPSS) and emergency backup power generator;
- Expanding the rail yard west, into areas currently occupied by the Citizens Warehouse/Lysle Storage Company building, the LAPD Viertel's Central Division Police Garage, and the National Cold Storage facility;
- Repurposing an existing building at 100-120 North Santa Fe Avenue for MOW activities (however, Metro does not intend to acquire this property as it's no longer needed for the Project);
- Modifying the 1st Street Bridge piers and superstructure; and
- Vacating portions of three City streets (i.e., Jackson, Banning, and Ducommun Streets east of Center Street).

Project Goals and Objectives

Given the ongoing Metro Purple Line Extension Project, storage constraints that inhibit fleet expansion, and the absence of a turnback facility, the goal of the Proposed Project is to accommodate the expansion and associated increased ridership of the Metro Red and Purple Lines while reducing existing headways. The two objectives of the Proposed Project are:

- Objective #1: Provide core capacity improvements needed to accommodate increased service levels on Metro Red and Purple Lines.

Objective #2: Provide new tracks and switches that will allow trains to provide faster service times than the current turnback at Union Station.

Environmental Analysis

The Project was analyzed through an Environmental Impact Report (EIR) under CEQA.

The EIR Notice of Preparation was published on October 18, 2017 (with a 30-day public comment period) and the Notice of Availability of the DEIR was published on March 16, 2018 (and circulated for a 45-day public comment period). The Proposed Project was analyzed under all CEQA issue areas and was found to have no impacts or less than significant impacts in 16 issue areas, less than significant impacts with mitigation measures in two issue areas (Aesthetics and Tribal Cultural Resources), and significant and unavoidable impacts related to Cultural Resources (due to the partial demolition of a historic building, complete demolition of a historically significant facility, and

modification to the 1st Street Bridge), and Noise and Vibration during construction (due to potential exceedance of FTA noise standards near One Santa Fe residential buildings and potential generation of excessive groundborne vibration).

Mitigation Measures

The FEIR includes a total of fifteen mitigation measures for impacts related to Aesthetics (two mitigation measures), Cultural Resources (nine mitigation measures), Noise and Vibration (three mitigation measures), and Tribal Cultural Resources (one mitigation measure). Metro is responsible for administering and implementing the mitigation measures during construction and operation of the Proposed Project. A full description of the mitigation measures is included in the MMRP (Attachment B).

Significant and Unavoidable Impacts

Cultural Resources (Historical Resources). The Citizens Warehouse/Lysle Storage Company building (formerly known as the Pickle Works building) is considered a historical resource under CEQA. Demolition of approximately 30,000 square feet of the eastern portion of the Citizens Warehouse/Lysle Storage Company building would result in a significant and unavoidable impact. The MMRP includes mitigation measures to preserve and protect approximately 24,000 square feet of floor area on three floors (including a basement) of the extant portion of the building, including the Art Dock and the frontage facing Center Street. In addition, as required by Mitigation Measure CR-3, Metro will preserve the opportunity to expand the extant portion of the historical resource to the south to provide an additional 2,700 square feet of floor area on three floors (including a basement). This would amount to a maximum total floor area of approximately 26,700 square feet for potential future reuse and historic rehabilitation. However, even with mitigation, the impact to this historic resource would still be significant and unavoidable.

Another historic resource to which the Proposed Project would create significant and unavoidable impacts is the 1st Street Bridge, designated by the City as a Historic-Cultural Monument. The Proposed Project would remove two bents from the Bridge and widen two bents and one pylon to accommodate new tracks. Modifications to the Bridge would result in a significant and unavoidable impact. The MMRP includes mitigation measures to retain the original decorative brackets, reflect the original board-form appearance on new concrete, and use an infill treatment similar to the treatment used when the Bridge was first widened to accommodate the Metro Gold Line. However, even with mitigation, the remaining impact would be significant and unavoidable.

Demolition of the National Ice and Cold Storage facility, which is listed as historically significant on SurveyLA, the City of Los Angeles' official historical resources survey, would result in a significant and unavoidable impact. The MMRP includes mitigation measures to document the historic nature of the building. However, even with mitigation, the impact would still be significant and unavoidable.

Noise and Vibration (Construction Noise and Vibration). The Proposed Project would include construction activities involving heavy-duty equipment directly adjacent to One Santa Fe. In addition, nighttime construction may be required to limit operational impacts to the existing Rail Yard. Noise levels would potentially exceed FTA standards near One Santa Fe residential buildings. Additionally,

the Proposed Project may generate excessive groundborne vibration. The MMRP includes the preparation of a Noise Control and Monitoring Plan and a Vibration Monitoring Plan as mitigation measures. However, no feasible mitigation measures were identified that would reduce the significant impact to a less-than-significant level. Therefore, even with mitigation, the impact would still be significant and unavoidable.

Alternatives

CEQA requires an analysis of alternatives to the Proposed Project to reduce or eliminate significant impacts associated with project development. An EIR must briefly describe the rationale for selection and rejection of alternatives. Alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the project objectives, are infeasible, or do not avoid any significant environmental effects. This section describes potential alternatives to the Proposed Project that have been carried forward for comparative analysis with respect to the significant environmental impacts.

Three alternatives were evaluated:

- Alternative 1, “no project” alternative, (required by CEQA) will leave the current conditions in place;
- Track Design Alternative 2 would include many of the same project elements as the Proposed Project, which includes widening the tunnel portal, construction of a new ventilation building, constructing new storage tracks, installing a new TPSS and backup generator, vacating portions of City streets, and accommodating a turnback facility. This alternative would reduce impacts to cultural resources by not requiring modification of the 1st Street Bridge. However, the track configuration for the new storage yards would create a single point of failure for connections to the new storage tracks; and
- Track Design Alternative 3 would have the same project elements as Track Design Alternative 2 and would include two points of failure. Because this alternative would only modify two, rather than four, of the 1st Street Bridge’s bents, it would reduce impacts to cultural resources as compared to the Proposed Project. However, this alternative would only allow four-car train lengths, which would be inadequate for projected passenger loads.

Alternative 1, “no project” alternative, would avoid the Proposed Project’s significant impacts. However, in pursuing the No Project Alternative, Metro would not be able to meet the Proposed Project’s objectives of providing core capacity improvements to accommodate increased service levels on the Metro Red and Purple Lines and providing new tracks and turnouts to allow trains to provide faster service times at Union Station, and makes Alternative 1 infeasible. Track Design Alternatives 2 and 3 would each result in lesser impacts to cultural resources. However, Track Design Alternative 2 does not provide operational redundancy in its single point of failure. Failures at the double slip switch to the storage yard access points would render the storage facility unusable until the issue is addressed, creating inefficiency and poor reliability in operations. This deficiency would conflict with the Proposed Project Objective #2, which is to provide new tracks and switches that will allow trains to provide faster service times than the current turnback at Union Station, and makes Track Design Alternative 2 infeasible. Track Design Alternative 3 does not provide the six-car train lengths that would satisfy the capacity requirements of the Westside Purple Line Extension. This deficiency would conflict with the Proposed Project Objective #1, which is to provide core capacity improvements needed to accommodate increased service levels on Metro Red and Purple Lines, and

makes Track Design Alternative 3 infeasible.

Outreach

Staff led a robust outreach program during the preparation of the EIR, and continued engagement with stakeholders beyond the requirements of CEQA leading up to the release of the FEIR. The initial Scoping public comment period lasted forty-five days from October 18 to November 17, 2017, during which time two public scoping meetings were hosted on October 25, 2017 and November 8, 2017 to receive public input. The Proposed Project's scope was later revised to include additional property, which initiated a revised Scoping public comment period, lasting from January 3 to February 2, 2018. During this process, 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 DEIR and in advance of Metro's public hearing at Metro Headquarters on April 12, 2018 with 11 members of the public present and 15 members of the public viewing via a live webcast. In total, over 20 briefings were held with stakeholders; Attachment E includes a summary of the stakeholder engagement during the environmental process.

During the DEIR public comment period, a total of 50 distinct public comments were received, and 4 commenters spoke during the April 12 public hearing. Broadly, the comments focused on the following topics:

- Cultural Resources
- Transportation/Traffic
- Air Quality
- Noise
- Land Use and Planning
- Aesthetics

Responses were prepared for all comments received and, where applicable, changes (as indicated below) were incorporated into the FEIR. The comments and responses are presented in Chapter 3 of the FEIR.

Of note, the most prevalent public comment concerned the partial demolition of the Citizens Warehouse/Lysle Storage Company building and public requests for preservation, if feasible, or utilization of the space for a community use.

In response, Metro has revised Mitigation Measure CR-3 to provide more details related to preserving and rehabilitating the Citizens Warehouse/Lysle Storage Company building for future reoccupancy. These include:

- Metro will retain and stabilize approximately 24,000 square feet of floor area for potential future reuse.
- Metro shall consult with the Arts District community to identify an appropriate future use for the Citizens Warehouse/Lysle Storage Company building.

- Upon identification of an appropriate future use for the Citizens Warehouse/Lysle Storage Company building, Metro shall develop an adaptive reuse plan in consultation with the Los Angeles Conservancy and the City of Los Angeles Office of Historic Resources.
 - The identified use shall preserve the building's character-defining features and not preclude its eligibility to be designated as a Los Angeles Historic-Cultural Monument.
- Metro shall preserve the opportunity to expand the Citizens Warehouse/Lysle Storage Company building towards the 1st Street Bridge to provide up to approximately 2,700 square feet of additional floor area.
- Metro shall apply to nominate the Citizens Warehouse/Lysle Storage Company building as a Los Angeles Historic-Cultural Monument.
- A certificate of occupancy shall be recorded on the property for its future reuse within five years of Metro's purchase of the property from the City.

Other stakeholders' comments focused on design considerations, construction impacts, and operational concerns, and were addressed with stakeholders during the design process. These include:

- Addition of a column structure to accommodate high-speed rail service and avoid potential long-term closure of the Metro Purple and Red lines during future high-speed rail construction activities;
- Clarification regarding the study of a potential future revenue station in the Arts District, undertaken as a separate effort per Board direction in June 2018;
- Incorporation of additional historic features such as notation of the original boundaries of old Chinatown;
- Inclusion of analysis regarding total volatile organic compound (VOC) operational emissions.
- Clarification of Metro's policy for construction engine specifications, as described in the Metro Green Construction Policy.
- Reconsideration of purchase of additional property.
- Reassurance that a robust outreach process will be in place during construction.
- Confirmation that Construction of the Proposed Project would not involve road closures or impacts to neighboring businesses.

FEIR Recommendations

Staff recommends that the Board certify the FEIR with the Proposed Project. Although Track Design Alternative 2 would result in lesser impacts to cultural resources than the Proposed Project, the Proposed Project better achieves the desired project benefits and project objectives.

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 Proposed Project and that these reasons override and outweigh the Proposed 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 avoided or substantially lessened. The findings are described below and in the necessary Statement of Overriding Considerations.

Though the Proposed Project would result in significant and unavoidable impacts related to cultural resources and noise and vibration, the Proposed Project would create regional environmental and social benefits. The main benefits of the Proposed Project are described below and in greater detail in the Statement of Overriding Considerations.

- *Regional Transit Capacity.* The Proposed Project will substantially improve capacity of the Metro Red and Purple Lines. In November 2016, over 70 percent of Los Angeles County's voters approved Metro's Measure M ballot measure to raise sales taxes to pay for critical transportation improvements, including the acceleration of the Purple Line Extension. The improvements to the Division 20 Rail Yard will provide core capacity improvements to accommodate increased service levels previously approved for the Metro Red and Purple Lines and allow trains to provide faster service times at Union Station. Metro Red and Purple Line ridership is expected to increase by approximately 49,000 following the Purple Line Extension to the U.S. Department of Veterans Affairs West Los Angeles Medical Center. In order to effectively serve the additional patronage during weekday peak hours, planned service improvements include operating trains every four minutes on each line - which is every two minutes in the trunk portion of the system - and expanding the fleet. Currently, eastbound trains in the trunk portion of the system use special trackwork at Union Station to reverse directions (i.e., 'turnback'). However, the capability of turning back trains is capped at 7.5 minutes on each line, or 3.75 minutes combined due to the original design of Union Station. In addition to improving Metro Red Line service, the Proposed Project would provide quicker turnaround times and capacity for storing trains for the full build-out of the Purple Line Extension.
- *Reduced Vehicle Miles Traveled (VMT) and Associated Emissions.* The Proposed Project would allow for the increase in service and expansion of the geographical reach of the Metro Red and Purple Lines. This would increase the appeal and viability of heavy rail transit as a mode of transportation in Los Angeles County. Such improvements to alternative modes of transportation would provide the opportunity for reductions in regional single-occupancy vehicle VMT and associated air pollutant and greenhouse gas emissions. In combination with the Purple Line Extension, the Proposed Project would result in an annual net reduction of approximately 19,960 metric tons of carbon dioxide equivalent. The entirety of the Purple Line Extension was incorporated into the Southern California Association of Governments Regional Transportation Plan. Enhancing and expanding the public transit network is at the crux of reducing regional VMT and associated GHG emissions, which is the top priority of the regional and local transportation and sustainability plans, as well as the California Air Resources Board Scoping Plan. The Proposed Project would contribute to regional efforts to improve sustainability and reduce VMT.

Notwithstanding the significant and unavoidable Project impacts, changes or alterations have been required in, or incorporated into, the Proposed Project which avoid or substantially lessen the significant environmental effects as identified in the EIR.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety.

FINANCIAL IMPACT

There is no impact to the FY19 budget for the proposed recommendations. Funding for the environmental services was included in the FY18 budget in Project 865119 Division 20 Portal Widening and Turnback Facility, cost center 8510, account number 50316 Professional and Technical Services. This is a multi-year project requiring expenditure authorizations in fiscal year increments until a Board Authorized Life of Project Budget is adopted. It is the responsibility of the Project Manager and Chief Program Management Officer to budget for this project in the future fiscal years.

Impact to Budget

There is no change to the FY19 approved budget. The current funding for the project is CTC approved Transit and Intercity Rail Capital Program (TIRCP) funds and Measure R 35% funds.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goals:

1. Provide high-quality mobility options that enable people to spend less time travelling;
2. Deliver outstanding trip experience for all users of the transportation system; and
3. Enhance communities and lives through mobility and access to opportunity.

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 Proposed Project's overall schedule to be complete before opening of the WPLE Section 1 in 2023 as well as delay the achievement of the FFGA reduced headway capabilities by late 2024.

The Board could decide to certify the FEIR but reject the staff recommendation to approve the Proposed Project and instead advance Track Design Alternative 2 or 3 as the Preferred Alternative. This is not recommended. The Proposed Project and Track Design Alternatives 2 and 3 are similar in overall design but have key operational differences to the Proposed Project. Track Design Alternative 2 does not provide operational redundancy in its points of failure, which would prevent continuing rail service in the case of a trackwork failure. Track Design Alternative 3 does not provide for the six-car train lengths that would satisfy the capacity requirements of the Westside Purple Line Extension. The selection of Track Design Alternative 2 or 3 would thus conflict with the Proposed Project's objectives. As a result, Track Design Alternatives 2 or 3 are infeasible.

The Board could decide to select Alternative 1, "no project." This is not recommended as it would maintain existing conditions, would be contrary to the overall vision for future revenue service, and

would not fulfill Metro's commitment through the WPLE FFGA to provide reduced headway capabilities by late 2024. The selection of Alternative 1, "no project," would thus conflict with the Proposed Project's objectives. Additionally, Metro has secured State grant funding to advance this project. As a result, the No Project Alternative is not feasible.

NEXT STEPS

Upon Board certification of the FEIR, staff will file a Notice of Determination with the State of California and Los Angeles County, and advance key project contracts for Early Demolition and Construction.

The project is advancing to complete final design by the end of the calendar year with construction bid documents to be released in early 2019. Once construction bids are received and the lowest bidder is identified, staff will establish a LOP budget and will return to the Board for adoption.

Staff will also return to the Board for approval of any final property required for the project.

ATTACHMENTS

Attachment A - Findings of Fact and Statement of Overriding Considerations

Attachment B - Mitigation Monitoring and Reporting Plan

Attachment C - Notice of Determination

Attachment D - Project Map

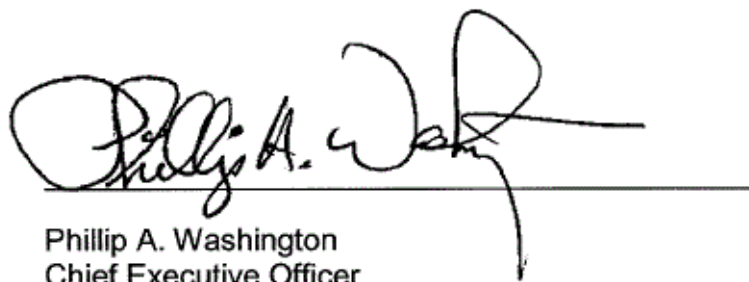
Attachment E - Summary of Outreach

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Division 20 Portal Widening and Turnback Facility Project

FINDINGS OF FACT AND STATEMENT
OF OVERRIDING CONSIDERATIONS

State Clearinghouse No. 2017101034
September 2018



Metro[®]

**Findings of Fact and
Statement of Overriding Considerations**

**Pursuant to CEQA Guidelines Section 15091 and
Public Resources Code Section 21081**

**Division 20 Portal Widening/
Turnback Facility Project**

October 2018



In Association with:

**Terry A. Hayes Associates Inc.
ICF
ATS Consulting**

**GlobalASR
Paleo Solutions, Inc.
Arellano Associates**

TABLE OF CONTENTS

1.	INTRODUCTION.....	1
2.	ORGANIZATION.....	1
3.	PROJECT DESCRIPTION AND OBJECTIVES	2
4.	STATUTORY REQUIREMENTS	3
4.1	Record of Proceedings.....	4
5.	ENVIRONMENTAL IMPACTS FOUND TO BE SIGNIFICANT WITH MITIGATION	5
5.1	Cultural Resources	5
5.2	Noise and Vibration.....	9
6.	ENVIRONMENTAL IMPACTS FOUND TO BE LESS THAN SIGNIFICANT WITH MITIGATION	11
6.1	Aesthetics.....	11
6.2	Cultural Resources	12
6.3	Noise and Vibration.....	15
6.4	Tribal Cultural Resources	16
7.	ENVIRONMENTAL IMPACTS FOUND TO BE LESS THAN SIGNIFICANT WITH REGULATORY COMPLIANCE	18
7.1	Biological Resources.....	18
7.2	Geology and Soils	18
7.3	Hazards and Hazardous Materials	20
7.4	Hydrology and Water Quality.....	21
8.	ENVIRONMENTAL IMPACTS FOUND TO BE LESS THAN SIGNIFICANT.....	23
8.1	Aesthetics.....	23
8.2	Air Quality	24
8.3	Energy.....	25
8.4	Greenhouse Gas Emissions.....	26
8.5	Hazards and Hazardous Materials	27
8.6	Noise	28
8.7	Transportation and Traffic.....	28
9.	ENVIRONMENTAL RESOURCES FOUND TO NOT BE IMPACTED.....	30
10.	CUMULATIVE IMPACTS	31
10.1	Aesthetics.....	31
10.2	Air Quality	32
10.3	Cultural Resources	32
10.4	Energy Resources	33
10.5	Greenhouse Gas Emissions.....	33
10.6	Hazards and Hazardous Materials	34
10.7	Noise and Vibration.....	35

10.8	Tribal Cultural Resources	36
10.9	Traffic and Transportation.....	36
11.	ALTERNATIVES AND MITIGATION MEASURES.....	37
11.1	Alternatives	37
11.2	No Project Alternative.....	38
11.3	Findings for the No Project Alternative.....	38
11.4	Findings for Environmentally Superior Alternative.....	39
11.5	Findings for Mitigation Measures.....	39
12.	STATEMENT OF OVERRIDING CONSIDERATIONS.....	39
12.1	Significant and Unavoidable Impacts	40
12.2	Determination	40

ABBREVIATIONS/ACRONYMS

AQMP	.....	Air Quality Management Plan
CEQA	.....	California Environmental Quality Act
CRHR	.....	California Register of Historical Resources
CRMMP	.....	Cultural Resources Monitoring and Mitigation Plan
DTSC	.....	Department of Toxic Substances Control
EIR	.....	Environmental Impact Report
ESA	.....	Environmentally Sensitive Area
GHG	.....	Greenhouse Gases
Metro	.....	Los Angeles County Metropolitan Transportation Authority
MLD	.....	Most Likely Descendent
MMRP	.....	Mitigation Monitoring and Reporting Program
NAHC	.....	Native American Heritage Commission
OSF	.....	One Santa Fe
PRC	.....	Public Resources Code
PMMP	.....	Paleontological Monitoring and Mitigation Plan
RTP/SCS	.....	Regional Transportation Plan/Sustainable Communities Strategy
SCI-Arc	.....	Southern California Institute of Architecture
SCAQMD	.....	South Coast Air Quality Management District
SOI	.....	Secretary of the Interior
SWPPP	.....	Stormwater Pollution Prevention Plan

1. INTRODUCTION

The Los Angeles County Metropolitan Transportation Authority (Metro) followed a prescribed process, in accordance with California Environmental Quality Act (CEQA) regulations, to identify the issues to be analyzed, including the solicitation of input from the public, stakeholders, elected officials, and other affected parties. Implementation of the Division 20 Portal Widening/Turnback Facility Project (Proposed Project) would result in significant unavoidable impacts related to cultural resources and temporary construction noise and vibration, even with the incorporation of certain mitigation measures as part of the Proposed Project's approval. In accordance with CEQA, Metro, in adopting these Findings of Fact, also adopts a Mitigation Monitoring and Reporting Program (MMRP). Metro finds that the MMRP, which is included in Chapter 4 of the Final EIR and is provided as a part of these findings as Attachment B to the October Metro Board Report, meets the requirements of Public Resources Code (PRC) Section 21081.6 by providing for the implementation and monitoring of measures to mitigate potentially significant effects of the Proposed Project.

In accordance with the CEQA Guidelines, Metro adopts these findings as part of the approval of the Proposed Project. Pursuant to PRC Section 21082.1(c)(3) and CEQA Guidelines Section 15090, Metro certifies that the Final Environmental Impact Report (EIR):

1. Has been completed in compliance with the CEQA;
2. The FEIR was presented to the Board of Directors and that the Board reviewed and considered the information contained in the Final EIR prior to approving the Proposed Project; and
3. The Final EIR reflects Metro's independent judgment and analysis.

2. ORGANIZATION

The Findings of Fact and Statement of Overriding Considerations is comprised of the following sections:

Section 3. A brief description of the Proposed Project and its objectives;

Section 4. Statutory requirements of the findings and a record of proceedings;

Section 5. Significant impacts of the Proposed Project that cannot be mitigated to a less-than-significant level even with the identification and incorporation of all feasible mitigation measures;

Section 6. Potentially significant impacts of the Proposed Project that can be mitigated to a less-than-significant level;

Section 7. Potentially significant impacts of the Proposed Project that are not significant with implementation of regulatory compliance measures;

Section 8. Environmental impacts that are less than significant;

Section 9. Environmental resources to which the Proposed Project would have no impact;

Section 10. Potential cumulative impacts;

Section 11. Alternatives analyzed in the evaluation of the Proposed Project and findings on mitigation measures; and

Section 12. Statement of Overriding Considerations.

3. PROJECT DESCRIPTION AND OBJECTIVES

Metro is proposing a widening of the existing portal for the Metro Red and Purple Lines Maintenance Yard (Division 20 Rail Yard), development of a high-capacity turnback facility, an increase of train storage capacity, and a reconfiguration of existing internal tracks and access roads.

The improvements to the Division 20 Rail Yard will provide core capacity improvements to accommodate increased service levels previously approved for the Metro Red and Purple Lines and allow trains to provide faster service times at Union Station. Collectively, the Metro Red and Purple Lines carry over 140,000 passengers daily, with ridership expected to increase by 49,000 following the extension of the Metro Purple Line to the Veterans Affairs West Los Angeles Medical Center. To effectively serve the additional patronage during weekday peak hours, Metro plans to operate trains every four minutes on each line – which is every two minutes in the trunk portion of the system – and expand the fleet. Currently, eastbound trains in the trunk portion of the system use special trackwork at Union Station to reverse directions (i.e., ‘turnback’). However, the capability of turning back trains is capped at 7.5 minutes on each line, or 3.75 minutes combined due to the original design of Union Station. The Proposed Project aims to address the service and capacity limitations with three core improvements, which include:

- Widening the heavy rail tunnel portal south of the U.S. Highway 101 (US-101) freeway to accommodate additional special trackwork and high-speed train movements;
- Developing a new, surface-level turnback facility in the existing Division 20 Rail Yard; and
- Reconfiguring and expanding the surface-level rail storage tracks.

The Proposed Project is more fully described in the Draft EIR, pages 2-6 to 2-12 and the Final EIR, page 2-4. Given the ongoing Metro Purple Line Extension Project, storage constraints that inhibit fleet expansion, and the absence of a turnback facility, the goal of the Proposed Project is to accommodate the expansion and associated increased ridership of the Metro Red and Purple Lines. The two objectives of the Proposed Project are:

Objective #1: Provide core capacity improvements needed to accommodate increased service levels on Metro Red and Purple Lines.

Objective #2: Provide new tracks and turnouts that will allow trains to provide faster service times at Union Station.

4. STATUTORY REQUIREMENTS

CEQA (PRC Section 21081), and particularly the CEQA Guidelines (Title 14 California Code Regulations Section 15091) require that:

- (a) No public agency shall approve or carry out a project for which a certified EIR identifies one or more significant environmental effects of the Proposed Project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
1. Changes or alterations have been required in, or incorporated into, the Proposed Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR. (**CEQA Finding 1**)
 2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. (**CEQA Finding 2**)
 3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR. (**CEQA Finding 3**)
- (b) The findings required by subdivision (a) shall be supported by substantial evidence in the record.
- (c) The finding in subdivision (a) (2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subdivision (a) (3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.

- (d) When making the findings required in subdivision (a) (1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.
- (e) The public agency shall specify the location and custodian of the documents or other material which constitute the record of the proceedings upon which its decision is based.
- (f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

In short, CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to avoid or mitigate significant environmental impacts that would otherwise occur with implementation of the Proposed Project. However, mitigation or alternatives are not required if they are infeasible or if the responsibility for modifying the Proposed Project lies with another agency.¹

For those significant impacts that cannot be mitigated to less-than-significant levels, the lead agency is required to find that specific overriding economic, legal, social, technological, or other benefits of the Proposed Project outweigh the significant impacts on the environment.² CEQA Guidelines Section 15093 (a) states that, "If the specific economic, legal, social, technological, or other benefits of a Proposed Project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered 'acceptable.'" If the adverse environmental effects are considered acceptable, as is the case with the Proposed Project, the lead agency is required to prepare a Statement of Overriding Considerations.

4.1 RECORD OF PROCEEDINGS

For purposes of CEQA and the findings set forth herein, the record of proceedings for Metro's decision on the Proposed Project consists of: (a) matters of common knowledge to Metro, including, but not limited to, federal, State, and local laws and regulations; and (b) the following documents which are in the custody of Metro, One Gateway Plaza, Records Management, MS 99-PL-5, Los Angeles, CA 90012:

- Preparation (NOP) and other public notices issued by Metro in conjunction with the Proposed Project;

¹ CEQA Guidelines Section 15091 (a) and (b).

² Public Resources Code Section 21081 (b).

- The Draft EIR dated March 2018, including all associated appendices and documents that were incorporated by reference;
- All testimony, documentary evidence, and all correspondence submitted in response to the Proposed Project during the scoping meeting or by agencies or members of the public during the public comment period on the Draft EIR, and responses to those comments (Chapter 3 Response to Comments of the Final EIR);
- The Final EIR dated September 2018, including all associated appendices and documents that were incorporated by reference;
- The MMRP (Chapter 4 Mitigation Monitoring and Reporting Program of the Final EIR);
- All findings and resolutions adopted by Metro in connection with the Proposed Project, and all documents cited or referred to therein;
- All final technical reports and addenda, studies, memoranda, maps, correspondence, and all planning documents prepared by Metro or the consultants relating to the Proposed Project;
- All documents submitted to Metro by agencies or members of the public in connection with development of the Proposed Project;
- All actions of Metro with respect to the Proposed Project; and
- Any other materials required by PRC Section 21167.6(e) to be in the record of proceedings.

5. ENVIRONMENTAL IMPACTS FOUND TO BE SIGNIFICANT WITH MITIGATION

Metro finds that, based upon substantial evidence in the record, as discussed below, the following impacts associated with the Proposed Project would be significant or have the potential to be significant despite the implementation of all feasible mitigation measures.

5.1 CULTURAL RESOURCES

The Proposed Project would create a significant impact related to cultural resources if it were to:

- Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.

The Proposed Project would cause a substantial adverse change in the significance of three historical resources. The Proposed Project would remove two of the 1st Street Bridge's bents and widen two bents and one pylon. The removal of these character-defining features is not consistent with the Secretary of the Interior's Standards (SOI) for the Treatment of Historic Properties. The Proposed Project would also demolish the eastern portion of the remnants of the Citizens Warehouse/Lysle Storage Company building (in the location of the former Pickle Works building listed on the California Register of Historical Resources [CRHR]). Lastly, the Proposed Project would demolish the National Cold Storage facility, which is listed as historically significant on SurveyLA, the City of Los Angeles' official historic resources survey.

Reference. Section 3.3 Cultural Resources of the Draft EIR, pages 3.3-17 through 3.3-28, and pages 2-7 through 2-10 of the Final EIR.

Mitigation Measures

- CR-1** Design measures shall be developed by the Project Architect and Engineer and implemented by the Project Contractor to minimize harm due to alterations to the 1st Street Bridge. Design measures shall include surface treatment of new concrete to reflect but be distinguishable from the original board-form appearance, retention of the decorative brackets, and an infill treatment of the incising arches in a manner similar to the treatment used when the Bridge was first widened to accommodate the Eastside Light-Rail Extension of the Metro Gold Line Project.
- CR-2** Metro shall conduct further historical research and analysis to document, in an exhibit, report, or website, the historic association and significance of the Citizens Warehouse/Lysle Storage Company building. The documentation shall include a discussion of who lived and worked in the building and its role in the early settlement history of the Arts District. A description of the construction history of the complex from 1888 until the present time shall also be included in the documentation. Copies of the report or exhibit shall be provided to the City of Los Angeles Public Library for public education purposes. The documentation shall be completed prior to commencement of any Project construction activities that could adversely affect the Citizens Warehouse/Lysle Storage Company building.
- CR-3** Metro shall do the following to minimize impacts to the Citizens Warehouse/Lysle Storage Company building:
- A.** Metro shall retain and stabilize approximately 24,000 square feet of floor area of the extant portion of the Citizens Warehouse/Lysle Storage Company building along Center Street (8,000 square feet per story on the basement, the ground floor, and the second floor), including the former location of the Art Dock, for potential future reuse.
 - 1. Stabilization of the remaining portions of the building to remain shall be designed and conducted in a manner consistent with the applicable SOI's Standards. The stabilization design shall be prepared prior to commencement of any of the Proposed Project's construction activities that could adversely affect the Citizens Warehouse/Lysle Storage Company building.
 - 2. In order to preserve the maximum amount of historic materials comprising the floors and ceiling joists, Metro shall saw-cut through the first floor, second floor, and roof along the eastern side to be stabilized.
 - 3. Demolition of the eastern portion of the building may not occur until after the stabilization (item A.1) and saw-cut (item A.2) are complete.
 - 4. Brick exterior cladding material, windows, and other character-defining materials and features obtained from the demolition of the eastern wall of the Citizens Warehouse/Lysle Storage Company building shall be salvaged and

stored so that those original materials can be re-used to clad the southern façade of the existing building or to clad any proposed Pickle Works replication addition to the south.

- B.** Metro shall consult with the Arts District community to identify an appropriate future use for the Citizens Warehouse/Lysle Storage Company building. Renovations to accommodate the new use shall not preclude the building's eligibility to be considered as a City of Los Angeles Historic-Cultural Monument.
- C.** Upon identification of an appropriate future use for the Citizens Warehouse/Lysle Storage Company building, Metro shall develop an adaptive reuse plan in consultation with the Los Angeles Conservancy and the City of Los Angeles Office of Historic Resources. The adaptive reuse plan shall:
 - 1. Develop an adaptive reuse design for historic rehabilitation consistent with the SOI's Standards for Rehabilitation to a total of up to approximately 26,700 square feet of floor area.
 - a. The adaptive reuse design shall include replication of the original southern façade of the former Pickle Works building to the maximum extent possible.
 - b. The adaptive reuse plan shall be developed by Metro in consultation with the Los Angeles Conservancy and the City of Los Angeles Office of Historic Resources to ensure that adequate guidance is in place for historic rehabilitation principles to be incorporated into the needs of potential future reuse.
 - c. Metro shall obtain the services of a firm specializing in historic preservation rehabilitation projects to provide guidance for development of the plan.
- D.** Metro shall do the following to enable the Cultural Heritage Commission's consideration of the Citizens Warehouse/Lysle Storage Company as a City of Los Angeles Historic-Cultural Monument:
 - 1. Ensure the following character-defining features are preserved in the adaptive reuse design along the north and west elevations to convey the building's association with the Los Angeles Arts District during the 1970s and 1980s:
 - a. Common-bond brick work
 - b. Patterned but irregular spacing of fenestration and openings
 - c. Segmentally arched windows of variegated dimensions
 - d. Four-part corbelling at west and north elevation rooflines
 - e. Ceramic insulators affixed to west elevation
 - f. Sawtooth element at roof
 - g. Recessed wood-frame multi-light windows
 - h. Faux shutters and planters

- i. The Art Dock bay, located at 112 Center Street (west elevation, second dock from north)
 - j. Elevated single-bay loading docks
 - k. Basement windows
 - l. Stucco-capped stepped parapets at the roofline
2. Apply to the City of Los Angeles Office of Historic Resources and Cultural Heritage Commission for their consideration of the Citizens Warehouse/Lysle Storage Company to be designated as a City of Los Angeles Historic-Cultural Monument.
- a. The application shall base the statement of significance on the building's association with the Los Angeles Arts District during the 1970s and 1980s under Criterion 1: Is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community.
 - b. The nomination for Historic-Cultural Monument status would be prepared after the stabilization is complete.
- E.** Metro shall preserve the opportunity to expand the Citizens Warehouse/Lysle Storage Company building towards the 1st Street Bridge to provide up to approximately 2,700 square feet of floor area (900 square feet per story on the basement, the ground floor, and the second floor). The determination whether to expand the building towards the 1st Street Bridge shall be made by Metro in consultation with the Arts District community, the Los Angeles Conservancy, and the City of Los Angeles Office of Historic Resources.
1. Any expansion of the building towards the 1st Street Bridge area shall be conducive to replicating the appearance of the no-longer extant portion of the former Pickle Works building built in 1888, which was demolished by a different entity for a previous project – the widening of the 1st Street Bridge.
- F.** A certificate of occupancy shall be recorded on the property for the future reuse within five years of Metro's purchase of the property from the City.
- CR-4** Metro shall prepare a report that documents, in-depth, the history and context of ice making and cold storage facilities in Los Angeles and the role played by National Ice and Cold Storage during its most significant years. Copies of the report shall be provided to the City of Los Angeles Public Library for public education purposes. The report shall be prepared prior to any demolition activities that would affect the National Ice and Cold Storage facility.

Finding. For the reasons stated above, Metro finds that despite the implementation of Mitigation Measures **CR-1** through **CR-4**, this impact to cultural resources would be significant.

Mitigation Measures **CR-1** through **CR-4** would reduce impacts to historic resources. However, physical constraints due to track geometry and location necessitate the demolition of historic resources. Adoption of the alternatives in the Draft EIR or otherwise changing the Proposed

Project to avoid impacts related to historic resources would not be feasible as it would not meet the underlying purpose of the Proposed Project. For the reasons stated above, Metro finds that despite the implementation of Mitigation Measures **CR-1** through **CR-4**, these historic resources impacts would be significant. **Metro adopts CEQA Findings 1 and 3, as identified in Section 4 above and in Section 15091(a) of the CEQA Guidelines.**

5.2 NOISE AND VIBRATION

The Proposed Project would create a significant impact related to noise and vibration if it were to result in:

- Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels; and/or
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

This section of the Findings of Fact focuses on construction noise and vibration. The Proposed Project would generate noise levels in excess of Federal Transit Administration (FTA) standards as well as substantial temporary increases in ambient noise levels compared to levels existing without the Proposed Project. During construction, daytime noise levels would exceed the 90 A-weighted decibel FTA criteria at the One Santa Fe (OSF) apartment complex during all analyzed phases of construction activity. Similarly, nighttime noise levels would exceed the limits at the OSF building. The FTA has identified a 100 A-weighted decibel threshold for commercial and industrial land uses. This noise level would be exceeded for land uses located within approximately 20 feet of heavy-duty equipment.

The Proposed Project would expose persons to excessive groundborne vibration. Construction activities occurring adjacent to the OSF building include the demolition of existing structures and facilities and the construction of storage tracks. These activities require the use of heavy-duty equipment that cannot be avoided based on applicable construction methods. The results predict that the vibration levels would exceed the FTA standards when equipment operates very close to the receiver, as is the case near the OSF during the building and concrete demolition operations.

Reference. Section 3.7 Noise and Vibration of the Draft EIR, pages 3.7-13 through 3.7-23, and page 2-10 of the Final EIR.

Mitigation Measures

NV-1 The Contractor shall submit a Noise Control and Monitoring Plan to Metro that is prepared, stamped, and administered by the Contractor's Acoustical Engineer. This plan shall state that:

- Equipment shall include enclosed engines, acoustically attenuating shields, and/or high-performance mufflers;

- Equipment and staging areas shall be located away from noise-sensitive receivers;
- Idling of construction equipment shall be restricted to a maximum of five minutes in accordance with Title 13, Section 2485 of the California Code of Regulations, except as provided in the exceptions to the applicable California Air Resources Board regulations regarding idling;
- Temporary noise barriers and/or noise control curtains shall be installed;
- Construction-related truck traffic shall be routed away from local residential streets and/or sensitive receivers;
- Impact pile driving shall be prohibited.
- The use of impact devices such as jackhammers and hoe rams shall be minimized, using concrete crushers and pavement saws instead;
- The Noise Control and Monitoring Plan shall include a site drawing, an inventory of equipment, calculations of the one-hour L_{eq} noise levels at sensitive receptors (i.e., OSF), and compliance with FTA noise criteria. An updated Noise Control and Monitoring Plan shall be completed and submitted within ten days of the start of each quarterly period, or whenever there is a major change in work schedule, construction methods, or equipment operations.

NV-2 Metro shall install low-impact frogs at locations with special trackwork. This applies to the OSF-adjacent storage yard and yard tracks within a 200-foot radius of the northern portion of the northern OSF building. This also applies to existing yard tracks leading to the Maintenance Facility, as well as new yard tracks within a 200-foot radius of the northern portion of the southern OSF building.

NV-3 The Contractor shall submit a Vibration Monitoring Plan to Metro that is prepared, stamped, and administered by the Contractor's Acoustical Engineer. This plan shall include:

- A survey of OSF building foundations with photographs of existing conditions limited to buildings within 25 feet of high-vibration-generating construction activities. Another survey shall be completed at the end of construction activities to assess potential damage. Damaged structures shall be returned to the preconstruction state by the Contractor.
- A requirement to monitor vibration at any building where vibratory rollers or similar high-vibration-generating equipment would be operated within 25 feet of buildings and at any location where complaints about vibration are received from building occupants. Construction activities shall be stopped and alternative methods introduced if vibration levels exceed 0.2 inches per second at OSF. Examples of high-vibration construction activities include the use of vibratory compaction or hoe rams next to sensitive buildings. Alternative procedures include use of non-vibratory compaction in limited areas and a concrete saw in place of a hoe ram to break up pavement.

- Nighttime construction activities near OSF shall not include equipment operations within the minimum distances shown in Table 3.7.9 of the Draft EIR.

Finding. Mitigation Measures **NV-1** through **NV-3** would reduce construction noise and vibration levels at noise-sensitive receptors during construction activities. Construction activity would be short-term and temporary at each location; however, noise levels from various mechanized construction equipment would exceed the relevant standards. No additional mitigation measures were identified to reduce significant impacts related to construction noise and vibration. Adoption of the alternatives in the Draft EIR or otherwise changing the Proposed Project to avoid impacts related to construction noise and vibration would not be feasible as it would not meet the underlying purpose of the Proposed Project. For the reasons stated above, Metro finds that despite the implementation of Mitigation Measures **NV-1** through **NV-3**, these noise and vibration impacts would be significant. **Metro adopts CEQA Findings 1 and 3, as identified in Section 4 above and in Section 15091(a) of the CEQA Guidelines.**

6. ENVIRONMENTAL IMPACTS FOUND TO BE LESS THAN SIGNIFICANT WITH MITIGATION

Metro finds that, based upon substantial evidence in the record, as discussed below, the following impacts associated with the Proposed Project are significant, but can be reduced to less-than-significant levels through the proposed mitigation measures listed below and in the MMRP. Therefore, as identified in the EIR, changes or alterations which avoid or substantially lessen the significant environmental effects have been required in, or incorporated into, the Proposed Project.

6.1 AESTHETICS

The Proposed Project would create a significant impact related to aesthetics if it were to:

- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Impact. Construction activities would occur during daytime and nighttime hours, and construction-related illumination would be temporary and limited to safety and security purposes. Due to the reconfiguration of the yard, this would involve the removal of some existing Division 20 Rail Yard lighting fixtures. Temporary construction-related lighting poles and fixtures would be installed in their place to provide comparable illuminance levels. Notwithstanding this action, pursuant to Occupational Safety and Health Administration Standard 1926.56(a), all new construction-related lighting would be lit to an illuminance level of at least five foot-candles. This construction-related lighting would be in addition to existing Division 20 Rail Yard operations-related lighting, since Metro Red and Purple Lines operations would continue during construction of the Proposed Project. If not aimed at and positioned close to the area to be illuminated, the increased levels of ambient light due to construction-related lighting could potentially disturb residents at OSF.

During operation, the Proposed Project would be lit to provide adequate lighting for maintenance activities and ensure a safe environment. New light sources would include security lighting and point sources of lighting within the yard used for vehicle maintenance and cleaning. All new lighting fixtures to be installed in the areas closest to light-sensitive land uses on Santa Fe Avenue and Center Street (i.e., adjacent to OSF and in the location of the Citizens Warehouse/Lysle Storage Company building) would be mounted on 35-foot poles, which are shorter than the 40-foot poles used elsewhere in the yard. This would reduce the potential for spillover light. However, backlight and uplight from these new nearby lighting fixtures could potentially disturb residents at OSF and any other future light-sensitive uses that may occupy the Citizens Warehouse/Lysle Storage Company building.

Reference. Section 3.1 Aesthetics of the Draft EIR, pages 3.1-27 through 3.1-28.

Mitigation Measures

AES-1 Construction-related light fixtures shall be equipped with glare diffusers and feature directional shielding in order to avoid the spillover of light onto adjacent residences.

AES-2 Permanent operations-related light fixtures shall feature directional shielding in order to avoid the spillover of backlight and uplight onto adjacent residences.

Finding. Mitigation Measures **AES-1** and **AES-2** would ensure that Metro aim nighttime lighting away from adjacent residences during construction and operations and diffuse the glare associated with construction-related lighting. These mitigation measures would substantially reduce the amount of light from the Proposed Project that would spillover onto residences at OSF. For the reasons stated above and as set forth in the EIR, Metro finds that, through implementation Mitigation Measures **AES-1** and **AES-2**, this impact related to aesthetics would be reduced to a less-than-significant. **Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a) of the CEQA Guidelines.**

6.2 CULTURAL RESOURCES

As stated at the beginning of Section 6, the following significant impacts to cultural resources are differentiated from those listed in Section 5.1 by their ability to be reduced to less-than-significant levels with the incorporation of mitigation measures.

The Proposed Project would create a significant impact related to cultural resources if it were to:

- Cause a substantial adverse change in the significance of an archaeological resource as defined in Section 15064.5;
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; and/or
- Disturb human remains, including those interred outside of formal cemeteries.

Impact. The Project Site lies on two sites that were previously recorded as containing archaeological resources. The first of these sites is the historic-era alignment of railroad

tracks. A 2017 archaeological survey confirmed that this portion of the railroad no longer contains sufficient historical integrity to reflect its original historical association.

The second site that was previously recorded as containing archaeological resources was a subsurface refuse deposit identified in 1997. This subsurface refuse deposit contained historic-age refuse such as glass and stoneware bottles, cans, ceramics, smoking pipe fragments, railroad spikes, bricks, metal fragments, horseshoes, butchered bone, shells, and some Chinese artifacts. However, a 2017 archaeological survey found that this area has been developed and paved with a modern building situated on top of it, and that the soils in the area contain large amounts of imported fill material that diminish the integrity of the site. Therefore, neither of the two sites qualify as historical resources under the CEQA Guidelines.

In addition to these two sites, eight historic-age sites were identified within a quarter-mile of the Project Site, where archaeological deposits may be buried. In this area, Native American burials and prehistoric materials may exist below existing buildings, tracks and pavement, with a higher likelihood to be under the Citizens Warehouse/Lysle Storage Company building, the National Cold Storage facility, and the fill material south of Commercial Street where grading will be required.

There are no documented paleontological localities on the surface of the Project Site. However, geotechnical logs indicate that paleontologically sensitive Older Surficial Sediments will be present at least 20 feet below the ground surface, and possibly at shallower depths within the Project Site. There is potential to penetrate older Pleistocene alluvium below the surface as the excavation activities would generally extend approximately 25 feet below the ground surface for most of the Project Site, and 80 to 100 feet below the ground surface near the portal.

Native American burials have been recorded within a quarter-mile of the Project Site. Consultation with Native American tribes has indicated that the Project Site is likely to contain human remains. Since planned excavations for the Proposed Project extend approximately 25 feet below the ground surface, construction activities have the potential to encounter human remains.

Reference. Section 3.3 Cultural Resources of the Draft EIR, pages 3.3-28 through 3.3-33 and Section 3.8 Tribal Cultural Resources of the Draft EIR, page 3.8-5.

Mitigation Measures

CR-5 A qualified archaeologist who meets the standards of the Secretary of the Interior for Archaeology (Project Archaeologist) shall be retained to provide and supervise archaeological monitoring of all project-related, ground-disturbing construction activities (e.g., boring, grading, excavation, drilling, trenching) that occur after existing pavement and buildings are removed. A Cultural Resources Monitoring and Mitigation Plan (CRMMP) shall be developed prior to the start of ground-disturbing activities outlining qualifications and roles of the Project Archaeologist and archaeological monitor, monitoring procedures, reporting requirements, and procedures to follow if cultural resources are encountered during construction. The Project Archaeologist

shall prepare monthly cultural resources monitoring progress reports to be filed with Metro. In the event that cultural resources are exposed during construction, the archaeological monitor shall temporarily halt construction within 50 feet (15 meters) of the discovery (if safe) while the potential resource is evaluated for significance (i.e., eligible for listing in the CRHR per PRC Section 5024.1(c), or in a local register of historical resources as defined in PRC Section 5020.1(k)). Construction activities could continue in other areas that are a distance of at least 50 feet from the discovered resource. If the discovery proves to be significant, representatives of Metro and the Project Archaeologist shall meet to determine the appropriate avoidance or minimization measures. In considering suggested mitigation, Metro shall determine whether avoidance and preservation in place is feasible in light of such factors as the nature of the find, the Proposed Project design, costs, and other considerations. Under CEQA Guidelines Section 15126.6(b)(3), preservation in place is the preferred method of mitigation and, if feasible, shall be adopted to mitigate impacts to historical resources of an archaeological nature unless the lead agency determines that another form of mitigation is available and provides superior mitigation of the impacts. If avoidance and preservation in place is infeasible, other appropriate measures, such as data recovery excavation, shall be instituted. If data recovery is deemed appropriate, a Treatment or Data Recovery Plan (Plan) outlining the field and laboratory methods to be used shall be prepared by the Project Archaeologist in accordance with CEQA Guidelines Section 15064.5(f) and approved by Metro prior to initiation of data recovery work. The Plan shall specify the appropriate treatment and/or curation of collected materials.

- CR-6** A qualified paleontological monitor shall be retained to monitor project-related excavation activities on a full-time basis in previously undisturbed Pleistocene deposits, if encountered. Project-related excavation activities of less than ten feet in depth shall be monitored on a part-time basis to ensure that underlying paleontologically sensitive sediments are not being affected. In addition, the monitor shall ensure the proper differentiation between paleontological and archaeological resources.
- CR-7** A Paleontological Monitoring and Mitigation Plan (PMMP) shall be developed by a qualified professional paleontologist prior to the start of ground disturbing activities. A qualified professional paleontologist shall be retained to supervise the monitoring of construction. Paleontological resource monitoring shall include inspection of exposed geologic units during active excavations within sensitive geologic sediments, as defined by the PMMP and as needed. The monitor shall have authority to temporarily divert grading away from exposed fossils in order to efficiently recover the fossil specimens and collect associated data. The qualified paleontologist shall prepare monthly progress reports to be filed with Metro. At each fossil locality, field data forms shall be used to record pertinent geologic data, stratigraphic sections shall be measured, and appropriate sediment samples shall be collected and submitted for analysis. Matrix sampling shall be conducted to test for the presence of microfossils.

- CR-8** Recovered fossils shall be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility. The most likely repository would be the Natural History Museum of Los Angeles County.
- CR-9** In the event that human remains, as defined above, are encountered at the Project Site, procedures specified in the Health and Safety Code Section 7050.5, Public Resources Code Section 5097.98, and the CEQA Guidelines Section 15064.5(e) shall be followed. In this event, all work within 100 feet (30 meters) of the burial shall cease, and any necessary steps to ensure the integrity of the immediate area shall be taken. This shall include establishment of a temporary Environmentally Sensitive Area (ESA) marked with stakes and flagging tape around the find and 100-foot buffer. The Los Angeles County Coroner shall be immediately notified. The Coroner must then determine whether the remains are Native American. Work shall continue to be diverted while the Coroner determines whether the remains are Native American. Should the Coroner determine that the remains are Native American, the Coroner has 24 hours to notify the NAHC, who shall in turn, notify the person they identify as the most likely descendent (MLD) of any human remains. Further actions shall be determined in consultation with the MLD. Upon being granted access to the site, the MLD has 48 hours to make recommendations regarding the treatment or disposition of the remains of the discovery. If requested by the MLD, measures shall be taken to the extent feasible to preserve and protect the remains in situ. If preservation in place is not feasible in light of such factors as the nature of the find, the Proposed Project design, costs, and other considerations, the appropriate treatment, reburial, or repatriation of the remains shall be determined in consultation with the MLD. If the MLD does not make recommendations within 48 hours of being granted access to the site, Metro shall, with appropriate dignity, re-inter the remains in an area of the property secure from further disturbance. Alternatively, if Metro does not accept the MLD's recommendations, Metro or the MLD may request mediation by the NAHC. The location of the remains shall be kept confidential and secured from disturbances and looting until the appropriate treatment has been identified and implemented. No information regarding the discovery of human remains shall be publicized.

Finding. Mitigation Measures **CR-5** through **CR-9** would mitigate inadvertent impacts to potential subsurface archaeological deposits, paleontological resources, and potential human remains. Metro finds that, through implementation of Mitigation Measures **CR-5** through **CR-9**, this impact related to cultural resources would be reduced to a less-than-significant level. **Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a) of the CEQA Guidelines.**

6.3 NOISE AND VIBRATION

As stated at the beginning of Section 6, the following significant noise impact is differentiated from those listed in Section 5.2 by its ability to be reduced to a less-than-significant level with the incorporation of mitigation measures.

This section of the Findings of Fact focuses on operational noise. The Proposed Project would create a significant impact related to noise if it were to result in:

- Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; and/or
- Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies;
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

Train movements on curved tracks and special trackwork of the Proposed Project would cause significant noise impacts on exterior portions of the OSF building during operations. Impacted areas include two sections of the north building and the north section of the south building.

Reference. Section 3.7 Noise and Vibration of the Draft EIR, page 3.7-16.

Mitigation Measures

NV-2 Metro shall install low-impact frogs at locations with special trackwork. This applies to the OSF-adjacent storage yard and yard tracks within a 200-foot radius of the northern portion of the northern OSF building. This also applies to existing yard tracks leading to the Maintenance Facility, as well as new yard tracks within a 200-foot radius of the northern portion of the southeastern OSF building.

Finding. Mitigation Measure **NV-2** would ensure that Metro install low-impact frogs at locations with special trackwork to reduce noise associated with train movements near sensitive receivers that would otherwise be significantly impacted. For the reasons stated above and as set forth in the EIR, Metro finds that, through implementation of Mitigation Measure **NV-2**, this impact related to operational noise would be reduced to a less-than-significant level. **Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a) of the CEQA Guidelines.**

6.4 TRIBAL CULTURAL RESOURCES

The Proposed Project would create a significant impact related to tribal cultural resources if it were to:

- Cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
 - Listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC Section 5020.1(k); and/or

- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision(c) of PRC Section 5024.1?

A tribal cultural resource can be classified as a site, feature, place, cultural landscape, sacred place, or object per the CEQA Guidelines. The specific classification type would be determined based on the nature of the find and the significance of the find to the Native American tribe.

Impact. Metro consulted with Native American tribes pursuant to Assembly Bill 52. Although no resources eligible for listing in the CRHR or local register, or tribal cultural resources as defined in PRC Section 21074 have been identified on the Project Site, ground-disturbing activities have the potential to reveal, damage, and/or disturb additional, unidentified Native American burials and subsurface deposits of prehistoric and historic tribal cultural resources.

Reference. Section 3.8 Tribal Cultural Resources of the Draft EIR, pages 3.8-5 through 3.8-6.

Mitigation Measures

Mitigation Measures **CR-5** and **CR-9** would mitigate or reduce potential impacts to archaeological resources and human remains, respectively, to a level that is less than significant. Mitigation Measure **TCR-1**, provided below, addresses potential impacts to tribal cultural resources that do not include human remains.

TCR-1 Because of the potential for tribal cultural resources, a Native American monitor shall be retained to monitor all project-related, ground-disturbing construction activities (e.g., boring, grading, excavation, drilling, trenching) that occur after existing pavement and buildings are removed. The appropriate Native American monitor shall be selected based on ongoing consultation under AB 52 and shall be identified in the Cultural Resources Monitoring and Mitigation Plan (CRMMP), as described in Mitigation Measure CR-5. Monitoring procedures and the role and responsibilities of the Native American monitor shall be outlined in the project CRMMP. In the event the Native American monitor identifies cultural or archeological resources, the monitor shall be given the authority to temporarily halt construction (if safe) within 50 feet (15 meters) of the discovery to investigate the find and contact the Project Archaeologist and Metro. The Native American monitor and consulting tribe(s) shall be provided an opportunity to participate in the documentation and evaluation of the find. If a Treatment Plan or Data Recovery Plan is prepared, the consulting tribe(s) shall be provided an opportunity to review and provide input on the Plan.

Finding. For the reasons stated above and as set forth in the EIR, Metro finds that, through implementation of Mitigation Measures **CR-5**, **CR-9**, and **TCR-1**, this impact related to tribal cultural resources would be reduced to a less-than-significant level. **Metro adopts CEQA Finding 1.**

7. ENVIRONMENTAL IMPACTS FOUND TO BE LESS THAN SIGNIFICANT WITH REGULATORY COMPLIANCE

The following impacts of the Proposed Project would be less than significant with the incorporation of applicable laws and regulations.

7.1 BIOLOGICAL RESOURCES

The Proposed Project would create a significant impact related to biological resources if it were to:

- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.

Impact. The Proposed Project has the potential to interfere with native wildlife. Ten species that are native to the area have been identified within a one- to five-mile radius of the Project Site. Six species were identified as still inhabiting the area, one species was determined to have been eradicated or displaced from the area, and three species were identified as possibly having been eradicated or displaced from the area. However, no native species or migratory birds have been observed on the Project Site itself. Nonetheless, as standard Metro practice, a survey of potential bird nesting sites would be conducted if construction were to commence during the nesting season of March through August to determine if any nesting birds are present that could be adversely affected by construction activities. Any identified nests would be protected in place to ensure compliance with all applicable laws and regulations, including the Migratory Bird Treaty Act, Sections 3503 and 3503.5 of the California Fish and Wildlife Code, and Section 3513 of the Taking Migratory Bird Treaty Act.

Reference. Chapter 4 Other Environmental Considerations of the Draft EIR, page 4-4.

Mitigation Measures. This impact would be less than significant with the incorporation of applicable laws and regulations and does not require mitigation measures.

Finding. For the reasons stated above, Metro finds that this impact related to biological resources would be less than significant with regulatory compliance.

7.2 GEOLOGY AND SOILS

The Proposed Project would create a significant impact related to geology and soils if it were to:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault;
 - Strong seismic ground shaking; and/or

- Seismic-related ground failure, including liquefaction;
- Result in substantial soil erosion or the loss of topsoil;
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Proposed Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse; and/or
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.

Impact. The Project Site is not situated within an Alquist-Priolo Fault Zone and there is no substantial evidence of another fault that could create surface rupture hazards. However, the Project Site is approximately a mile away from its closest fault (Upper Elysian Park Fault). It also has the potential to be affected by seismic activities associated with the Hollywood, Raymond, Newport, Sierra Madre, San Andreas, Puente Hills, and Compton faults. Moreover, the northern portion of the Project Site is located within an earthquake-induced liquefaction zone, which may lose its ability to support some of the Proposed Project's features. To reduce the risk of exposure of people or structures to potential substantial adverse effects involving rupture of faults, seismic ground shaking, or seismic-related ground failure, Metro would comply with the California Department of Conservation, Division of Mines and Geology Special Publications 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California; the International Building Code; the California Building Code; and the Los Angeles Building Code.

Construction of the Proposed Project would result in ground surface disturbance during site clearance, excavation, and grading, which could create opportunities for soil erosion. However, it is not expected that there is substantial topsoil present on the Project Site. Furthermore, construction activities would be performed in accordance with the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board through the City's Stormwater Management Division. Metro would implement Best Management Practices so as to reduce soil erosion due to grading and excavation activities. In addition, Metro would comply with the Clean Water Act and prepare a Stormwater Pollution Prevention Plan (SWPPP), which would include the implementation of an erosion control plan to reduce the potential for wind or waterborne erosion during construction activities.

The Project Site is on top of subsurface Hanford soil, which is considered a stable soil for industrial purposes. However, it is partially located on ground that could be subject to liquefaction. Metro would comply with Section 1613 of the California Building Code and assess the area's liquefaction potential. The recommendations (including structural and foundation design features) recommended as part of this assessment would be incorporated into grading and construction plans to address the risk of liquefaction.

The Hanford soil under the Project Site may be considered expansive due to their clay content, giving them the potential to shrink and swell with changes in moisture. However, the Proposed Project would comply with the International Building Code, the Los Angeles Building Code, and other applicable building codes to reduce impacts related to expansive soils.

Reference. Chapter 4 Other Environmental Considerations of the Draft EIR, pages 4-5 through 4-8.

Mitigation Measures. These impacts would be less than significant with the incorporation of applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above, Metro finds that impacts related to geology and soils would be less than significant with regulatory compliance.

7.3 HAZARDS AND HAZARDOUS MATERIALS

The Proposed Project would create a significant impact related to hazards and hazardous materials if it were to:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; and/or
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.

Impact. The demolition, renovation, and excavation associated with the Proposed Project would require the transport and disposal of hazardous waste, which could create a significant hazard to the public or environment. Some of the higher-risk hazardous waste (e.g., asbestos-containing materials and lead-based paint) can pose a significant hazard to the public or environment. However, the use and transport of hazardous materials is strictly regulated by local, State, and federal agencies, including, but not limited to, the California Division of Occupational Safety and Health, the City of Los Angeles Fire Code, and the South Coast Air Quality Management District (SCAQMD). Metro would be required to comply with all their applicable rules and regulations, including the 1994 Federal Occupational Exposure to Asbestos Standards; SCAQMD Rules 1403 (Asbestos Emissions from Demolition/Renovation Activities), 1166 (Volatile Organic Compound Emissions from Decontamination of Soil), and 1466 (Control of Particulate Emissions from Soils with Toxic Air Contaminants); Title 22 of the California Code of Regulations Division 4.5 (Hazardous Waste); the U.S. Department of Housing and Urban Development Lead-Based Paint Guidelines; and Title 40 of the Code of Federal Regulations Part 761.

There are foreseeable upset and accident conditions associated with the Proposed Project that may involve the release of hazardous materials into the environment. The risks would primarily be related to the disturbance of subterranean utilities and the Project Site's situation within the City of Los Angeles' methane and methane buffer zones. However, prior to

construction, demolition, and excavation activities, Metro would conduct a utility conflict relocation study and comply with the City of Los Angeles Methane Code to avoid explosions.

The Project Site is located within a quarter-mile of the Felicitas & Gonzalo Mendez High School, Utah Street Elementary School, and SCI-Arc. Only SCI-Arc is along the haul route and near construction activities. Students and personnel at SCI-Arc could be exposed to hazardous construction materials. However, Metro would comply with all relevant rules and regulations, many of which are listed above, to reduce the exposure of SCI-Arc students and personnel to these hazardous materials.

The Project Site is also located on several sites identified by the Department of Toxic Substances Control (DTSC) as being contaminated. These include Blocks K, N, Q, and R of Sector C of the former Aliso Street Manufactured Gas Plant. The construction, demolition, and excavation activities on these DTSC sites would be conducted in conformance with all applicable local, State, and federal regulations, including those listed above.

Reference. Section 3.6 Hazards and Hazardous Materials of the Draft EIR, pages 3.6-8 through 3.6-13.

Mitigation Measures. These impacts would be less than significant with the incorporation of applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above, Metro finds that these impacts related to hazards and hazardous materials would be less than significant with regulatory compliance.

7.4 HYDROLOGY AND WATER QUALITY

The Proposed Project would create a significant impact related to hydrology and water quality if it were to:

- Violate any water quality standards of waste discharge requirements;
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of a course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site;
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of a course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
- Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; and/or;
- Otherwise substantially degrade water quality.

Impact. Construction of the Proposed Project may contribute to pollution of stormwater runoff during earth moving, maintenance/operation of construction equipment, and the use, storage, and disposal of materials. However, it is Metro's standard practice to require contractors to control water runoff quality in accordance with the guidance of the California

Stormwater Quality Association's Industrial & Commercial and Construction Best Management Practice Handbooks. Moreover, Metro would comply with the Clean Water Act and other federal regulations (namely, Title 40 of the Code of Federal Regulations 123.25 and 111.26) which require nearly all construction site operators engaged in clearing, grading, and excavating activities that disturb one acre or more land to obtain coverage under a National Pollutant Discharge Elimination System permit for their stormwater discharges. The Proposed Project's SWPPP would be consistent with the requirements of the National Pollutant Discharge Elimination System permit and would specify source and treatment control to prevent pollutants from entering stormwater discharges. Metro would also prepare a Standard Urban Stormwater Mitigation Plan in accordance with the requirements of the Los Angeles Regional Water Quality Control.

The introduction of the two proposed storage yards would slightly increase the permeable land surface area, and the Proposed Project would maintain the existing drainage patterns on the Project Site. These factors would allow the Proposed Project to be implemented without altering the course of the Los Angeles River, and allow urban runoff to be collected by the existing stormwater drainage system. The SWPPP mentioned above would control and minimize erosion and siltation.

During operations of the Proposed Project, stormwater and any irrigation runoff water would be directed into existing storm drains. The SWPPP would control and minimize the potential for flooding, and Metro would finalize a drainage plan that is consistent with the SWPPP.

As mentioned above, the SWPPP would ensure that surface runoff water would continue to flow to the City's storm drain system. However, the Proposed Project would neither create or contribute runoff water that would exacerbate any existing deficiencies in the storm drain system nor provide substantial additional sources of polluted runoff. Water applied during construction (e.g., for dust control) would be minimal and easily accommodated by the storm drain system. Water runoff after development would not exceed the capacity of the existing or planned drainage systems.

The source and treatment control required of the Proposed Project's SWPPP would minimize any pollutant discharges into storm drains, thus avoiding substantial degradations in water quality.

Reference. Chapter 4 Other Environmental Considerations of the Draft EIR, pages 4-4 to 4-11.

Mitigation Measures. This impact would be less than significant with the incorporation of applicable laws and regulations and does not require mitigation measures.

Finding. For the reasons stated above, Metro finds that these impacts related to hydrology and water quality would be less than significant with regulatory compliance.

8. ENVIRONMENTAL IMPACTS FOUND TO BE LESS THAN SIGNIFICANT

Metro finds that, based upon substantial evidence in the record, as discussed below, the following impacts associated with the Proposed Project are less than significant, and no mitigation is required.

8.1 AESTHETICS

The Proposed Project would create a significant impact related to aesthetics if it were to:

- Substantially degrade the existing visual character or quality of the site and its surroundings.

Impact. The temporary materials staging, equipment use, and signage during construction of the Proposed Project would be consistent with the Project Site's surrounding industrial character. Also, the Proposed Project's physical perimeter along Center Street would be similar in character to other improvements to be provided by Metro for other projects along Center Street. Furthermore, modifications to the 1st Street Bridge and the Citizens Warehouse/Lysle Storage Company building would mainly be visible from moving trains for a short duration.

The proposed ventilation shaft building would be 42 feet long, 70 feet wide, and 32 feet tall, and be located on the southeastern end of Commercial Street. The minimum height required for exhaust is 32 feet. The ventilation shaft building would still be shorter than some of its surrounding buildings. Furthermore, its industrial character would be consistent its surroundings. Hence, even though it would be visible from the US-101 freeway, the ventilation shaft building would not degrade the quality of the Project Site and its surroundings.

The proposed high-speed rail column would extend approximately 15 to 17 feet above the bottom of the portal but only approximately five feet above the top of the portal wall. The column would be lower than the second floor of the future four-story ESOC building. Because it would be shorter than all surrounding buildings, the column would only be visible from Commercial Street and Center Street, where views are not currently sensitive. Thus, the introduction of the column would not substantially degrade the existing visual character or quality of the Project Site and its surroundings.

Reference. Section 3.1 Aesthetics of the Draft EIR, pages 3.1-22 through 3.1-27.

Mitigation Measures. This impact would be less than significant and does not require mitigation measures.

Finding. For the reasons stated above and as set forth in the EIR, Metro finds that this impact related to aesthetics would be less than significant.

8.2 AIR QUALITY

The Proposed Project would create a significant impact related to air quality if it were to:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- Expose sensitive receptors to substantial pollutant concentrations; and/or
- Create objectionable odors affecting a substantial number of people.

Impact. The Air Quality Management Plan (AQMP) is the applicable air quality plan, and the emissions forecasting is based on projected population and employment growth. The Proposed Project does not contain a residential component and would not introduce population growth to the region. Operation of the Proposed Project would result in an estimated increase in employment of 107 workers. The Proposed Project was included in the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and would be consistent with the assumptions upon which the AQMP was devised. The Proposed Project would facilitate the reduction of headways on the Metro Red and Purple Lines, which would increase their appeal as an alternative mode of transportation to automobiles. The potential conversion of automobile trips to transit trips would be consistent with regional and local emissions reduction goals. The Proposed Project would be required to comply with all applicable SCAQMD rules and regulations that are in effect at the time of development and would not conflict with or obstruct implementation of the AQMP.

Construction emissions would be generated by equipment, trucks, and worker vehicles. Emissions of air pollutants that would result from construction of the Proposed Project were quantified using the California Emission Estimator Model. The analysis showed that regional and localized construction emissions would not exceed the SCAQMD significance thresholds. In addition, Metro has a Green Construction Policy, which includes Tier 4 emission standards for off-road diesel-powered construction equipment greater than 50 horsepower and restricting idling to a maximum of five minutes. The project contractor would be required to comply with the Green Construction Policy.

Reference. Section 3.2 Air Quality of the Draft EIR, pages 3.2-19 through 3.2-28.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the EIR, Metro finds that impacts related to air quality would be less than significant.

8.3 ENERGY

The Proposed Project would create a significant impact related to energy if it were to:

- Conflict with adopted energy conservation plans;
- Use non-renewable resources in a wasteful or inefficient manner; and/or
- Result in a need for energy supplies and distribution infrastructure or capacity enhancing alterations to existing power or natural gas facilities, the construction of which could cause significant environmental effects.

Impact. Construction of the Proposed Project would primarily use energy from petroleum-based fuels for vehicles and equipment), electricity for water conveyance, and any energy used in the production of construction materials.

The use of petroleum-based fuels would be temporary and cease upon the completion of construction. Moreover, the Proposed Project would adhere to Metro's Green Construction Policy and use less polluting construction equipment and vehicles, which would translate to greater fuel efficiency and lower energy consumption. The Proposed Project would also comply with the California Air Resources Board's limitation of the idling of diesel-powered commercial vehicles weighing over 10,000 pounds to five minutes at any location during construction.

Electricity for water conveyance would only be used for fugitive dust control during site preparation, excavation, and grading. It is estimated that this would amount to 24,969 kilowatt-hours of electricity. Additional electricity would be used for lighting as well as appliances and equipment associated with temporary construction trailers. Some of this temporary electricity use would be offset by the temporary discontinuation of certain on-site operations (e.g., those occurring at the Maintenance of Way building to be demolished).

Although it is difficult to measure the energy used in the production of construction materials, it is assumed that the production of construction materials would employ all reasonable energy conservation practices in the interest of minimizing costs.

Most operational energy would be associated with illumination on the Project Site and the powering of rail cars. The Proposed Project would use approximately 107 megawatt-hours per day of electricity, which is less than 0.2 percent of the Los Angeles Department of Water and Power total daily electricity consumption. Operational activities would also use approximately 26,519 British thermal units of natural gas (including the negligible commute-related vehicle fuel for the 107 employees), which would account for 0.2 percent or less of available natural gas based on estimates by the Southern California Gas Company for the year 2024.

The Proposed Project would be designed and constructed in accordance with State and local green building standards and design criteria that would reduce its energy demand. These would include, among others, Metro Rail Design Criteria and California Code of Regulations Title 24.

The Proposed Project would not result in the wasteful, inefficient, or unnecessary use of energy resources, create energy utility system capacity problems, create problems with the provision of energy services, or result in a significant impact associated with the construction of new or expanded energy facilities.

On a final note, the Proposed Project is a necessary precursor for the full implementation of the Metro Purple Line Extension Project, which would encourage public transit as a viable alternative to driving. Hence, the Proposed Project would assist in reductions of regional vehicle miles traveled and their associated energy consumption in the long run.

Reference. Section 3.4 Energy Resources of the Draft EIR, pages 3.4-9 through 3.4-13.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the EIR, Metro finds that impacts related to energy would be less than significant.

8.4 GREENHOUSE GAS EMISSIONS

The Proposed Project would create a significant impact related to greenhouse gas (GHG) emissions if it were to:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Impact. Sources of temporary GHG emissions associated with construction include off-road heavy-duty equipment and on-road motor vehicle travel to and from the Project Site. Operational GHG emissions associated with the Proposed Project would be generated through electricity demand and utilities of the new facilities, as well as additional vehicle miles traveled resulting from the addition 107 employees. The analysis showed that the Proposed Project would not significantly increase GHG emissions when compared to the CEQA baseline condition.

Reference. Section 3.5 Greenhouse Gas Emissions of the Draft EIR, pages 3.5-14 through 3.5-19.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the EIR, Metro finds that impacts related to GHG emissions would be less than significant.

8.5 HAZARDS AND HAZARDOUS MATERIALS

The Proposed Project would create a significant impact related to hazards and hazardous materials if it were to:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment; and/or
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Impact. Operation of the Proposed Project would involve the occasional use, storage, and disposal of limited quantities of hazardous materials such as vehicle fuels, oils, transmission fluids, paints, solvents, cleaners, and pesticides. The Proposed Project would not generate significant amounts of hazardous materials that would require routine transport, use, or disposal. Hence, there would be a limited extent of exposure to the public and environment. Metro staff is available 24 hours a day through the Quality Assurance Department to respond to hazardous materials releases, and Metro sites frequently undergo emergency response drills. Moreover, since operations would occur on the Division 20 Rail Yard itself, exposure to and contamination from hazardous materials associated with the Proposed Project would be minimal at existing or proposed schools nearby. The Proposed Project would not include the use or storage of chemicals that have the potential to result in off-site upset or accident conditions.

The hazardous site conditions for the Proposed Project related to Government Code Section 65962.5 are associated with contaminated soils and demolition debris, which would cease after construction activities.

The Proposed Project would not require the permanent closure of any of the County's designated emergency/disaster routes near the Project Site (i.e., 4th Street, Alameda Street, Soto Street, Cesar Chavez, and the US-101 freeway) and would not impede emergency vehicle access to the Project Site or its surrounding area. The Proposed Project would comply with State and local regulations and maintain emergency vehicle access. Furthermore, the Proposed Project would provide an additional emergency access road along the western border of the Project Site.

Reference. Section 3.6 Hazards and Hazardous Materials of the Draft EIR, pages 3.6-8 through 3.6-14.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the EIR, Metro finds that impacts related to hazards and hazardous materials would be less than significant.

8.6 NOISE

This section of the Findings of Fact focuses on operational vibration. The Proposed Project would create a significant impact related to vibration if it were to:

- Expose persons to or generation of excessive groundborne vibration or groundborne noise levels

Impact. Vibration levels associated with operational activities were estimated using FTA guidance. Vibration-sensitive land uses along the corridor were identified using the same procedure as that which was used in the noise analysis. The vibration levels at specific buildings were estimated by reading values from an FTA reference curve and applying adjustments to account for factors such as track support system, vehicle speed, type of building, and track and wheel condition. Prediction models were used to predict vibration levels from train operations at all sensitive receivers in the vicinity of the Project Site. The predictions were compared to the applicable FTA impact thresholds to identify potential vibration impacts. As shown in the EIR, using FTA methods and limits, no groundborne vibration or noise impacts are predicted to occur at any sensitive receivers. Therefore, the Proposed Project would result in a less-than-significant impact related to operational groundborne vibration or noise.

Reference. Section 3.7 Noise and Vibration of the Draft EIR, page 3.7-20.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the EIR, Metro finds that impacts related to operational groundborne vibration or noise would be less than significant.

8.7 TRANSPORTATION AND TRAFFIC

The Proposed Project would create a significant impact related to transportation and traffic if it were to:

- Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections); and/or
- Result in inadequate emergency access.

Impact. Construction activities would temporarily add trucks and worker vehicles to the roadway network. Trucks would likely travel between the US-101 freeway and the Project Site via Commercial and Center Streets. It is anticipated that there would be a maximum of 50 truck trips per day (i.e., 50 inbound and 50 outbound) during portal widening activities and an average of three truck trips per day throughout the first year of construction, followed by a gradual reduction to 25 to 30 truck trips per day. This truck volume spread throughout the day is not expected to significantly affect operating conditions along Commercial and Center Streets. Regarding workers, the actual peak-hour trip generation would vary depending on work hours, but typical construction worker shifts start and end before the AM and PM peak hours. Assuming 60 percent of construction worker trips occur outside of the peak hours, there would be approximately 16 peak-hour worker trips. The peak-hour trips would be spread throughout the hour resulting in an average of approximately one trip every four minutes, or less than one trip per light cycle. This level of trip activity is not expected to significantly affect the operating conditions along local roadways.

Construction laydown and staging areas would be located on the Project Site or the existing soils remediation site adjacent to the LAPD Viertel's Central Division Police Garage, which would eliminate on-street queuing that could interfere with existing businesses and associated traffic along Commercial Street north of the Project Site, Center Street, and local streets west of Center Street. Construction trucks would access the Project Site from Center Street and not from Commercial Street. Furthermore, street closures are not anticipated on Center Street and commercial access to existing businesses, east and west of Center Street, would not be impacted by truck activities. The Project Site and existing Division 20 Rail Yard have ample room for construction parking and standard Metro practices prohibit construction workers from parking on public streets when space is available. It is standard Metro practice to coordinate oversized transport vehicles, if necessary, with the California Department of Transportation. In addition, the Proposed Project would not adversely affect US-101 ramp queues based on the 16 peak-hour worker trips discussed above and the standard Metro practice to prohibit hauling during peak hours when roadways are most congested.

Impacts on the roadway system due to construction activities would be less than significant based on the above analysis.

Construction activities have the potential to affect emergency access by adding construction traffic to the street network. Some temporary and minor impacts due to encroachment may occur on Center and Commercial Streets, although full lane closures are not anticipated as part of the Proposed Project. Emergency access to the Project Site would be maintained during construction, these impacts would be negligible and temporary, and the Proposed Project would be required to prepare a Construction Staging and Traffic Management Plan that would address traffic and access control during construction. Regarding operations, the Proposed Project would comply with standard engineering practices and design standards and would not include design elements that would increase roadway hazards or impede emergency access. In addition, the Proposed Project would not create a substantial increase in demand for emergency services. Therefore, impacts would be less than significant.

Reference. Subsection 4.1.10 Transportation and Traffic of the Draft EIR, page 4-19.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the EIR, Metro finds that impacts related to transportation and traffic would be less than significant.

9. ENVIRONMENTAL RESOURCES FOUND TO NOT BE IMPACTED

One or more aspects of the following environmental resources would not be impacted by the Proposed Project: Agriculture and Forestry Resources, Biological Resources, Geology and Soils, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, Transportation and Traffic, Utilities and Service Systems, and Growth-Inducing Impacts. The Draft EIR also explained that there would be no potential for certain impacts associated with Aesthetics (effects on scenic vistas and scenic resources within a State scenic highway), Hazards and Hazardous Materials (proximity to private airstrips, public-use airports, or wildlands), and Noise and Vibration (exposure of persons to noise from private airstrips or public-use airports).

Impact. No impacts would occur.

Reference. Section 3.1 Aesthetics, pages 3.1-21 through 3.1-22; Section 3.6 Hazards and Hazardous Materials, pages 3.6-13 through 3.6-14; Section 3.7 Noise and Vibration, pages 3.7-23 through 3.7-24; and Chapter 4 Other Environmental Considerations of the Draft EIR, pages 4-1 through 4-27.

Mitigation Measures. No impact would occur and mitigation measures are not required.

Findings. Metro finds that the Proposed Project would not result in impacts to:

- Agriculture and Forestry Resources
- Biological Resources
- Geology and Soils
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services, Recreation
- Transportation and Traffic
- Utilities and Service Systems
- Growth-Inducing Impacts

10. CUMULATIVE IMPACTS

The cumulative impact analysis in the Draft EIR considers the combined effect of the Proposed Project and “Related Projects” in the vicinity, including, but not limited to, Metro’s Emergency Security Operations Center (ESOC), Location 64 Maintenance of Way building, West Santa Ana Branch Transit Corridor, Link Union Station (Link US), and Eastside Access Improvements: 1st & Central projects. Refer to Chapter 5 Cumulative Impacts of the Draft EIR for a comprehensive list of projects considered in the cumulative analysis.

As stated in CEQA Guidelines Section 15130(a)(1), the cumulative impacts discussion in an EIR need not discuss impacts that do not result in part from a proposed project. Metro finds that for there is no potential for a cumulative impact related to Agricultural and Forestry Resources, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, or Utilities and Service Systems.

10.1 AESTHETICS

Scenic Vistas. The Project Site and its surroundings are not within a scenic vista. Views of these sites are limited to those from adjacent buildings, and the sites themselves do not offer panoramic views. For these reasons, Metro finds that there is no potential for the Proposed Project to combine with past, present, and reasonably foreseeable future projects to create a cumulative impact related to scenic vistas.

Scenic Resources within State Scenic Highway Corridors. The Project Site and its surroundings are not within the viewshed of the closest scenic highway (State Route 110). For this reason, Metro finds that there is no potential for the Proposed Project to combine with past, present, and reasonably foreseeable future projects to create a cumulative impact related to scenic resources within State scenic highway corridors.

Visual Character or Quality. The Proposed Project’s demolition of buildings along Center Street and introduction of streetscape improvements would alter the area’s appearance. Related Projects in the area, namely the ESOC Project, the Santa Fe – Alpine Spine Project, and the Link US Project, would also modify the appearance of the area. However, these modifications would be consistent with the industrial rail yard aesthetic. For this reason, Metro finds that the Proposed Project combined with other past, present, and reasonably foreseeable future projects would not create a significant cumulative impact related to visual character or quality.

Light and Glare. The Proposed Project would introduce street lighting along Center Street and additional rail yard lighting. However, there is already a moderate level of ambient nighttime light in these areas, and yard lighting would be directed away from the only light-sensitive use in the vicinity (OSF). For this reason, Metro finds that there is no potential for the Proposed Project to combine with past, present, and reasonably foreseeable future projects to create a cumulative impact related to light and glare.

10.2 AIR QUALITY

Consistency with Plans. SCAQMD's 2016 AQMP applies to projects, including the Proposed Project, within the South Coast Air Basin. Projects that are consistent with the AQMP would not interfere with the attainment of federal and State air quality standards because growth associated with these projects is considered in the Plan's formulation through the projects' inclusion in the 2016-2040 RTP/SCS. Since the Proposed Project is included in the 2016-2040 RTP/SCS as Project 1TL0703 and CEQA Guidelines Section 15130(d) states that no additional analysis is required for projects included in an approved regional plan that adequately addresses the affected resource area, Metro finds that the impact related to the Proposed Project's consistency with the AQMP would not be cumulatively considerable.

Air Quality Standards Violations, Exposure of Sensitive Receptors to Substantial Pollutant Concentrations, and Nonattainment Pollutant Emissions. The South Coast Air Basin is currently designated nonattainment for ozone and particulate matter. Emissions generated by the Proposed Project combined with past, present, and reasonably probable future projects could impede attainment efforts or result in locally significant pollutant concentrations. Therefore, the Proposed Project combined with past, present, and reasonably probable future projects could result in a cumulative impact. Project emissions would not exceed significance thresholds and, therefore, would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. For the reasons stated above, Metro finds that the Proposed Project's incremental contribution to the significant cumulative impact associated with violations of air quality standards and substantial pollutant concentrations is not cumulatively considerable.

Objectionable Odors. Neither the Project Site's vicinity nor the Proposed Project includes land uses identified by the SCAQMD as commonly associated with odor complaints. Metro is not aware of existing noxious odors and did not observe any during site visits. Hence, Metro finds that the Proposed Project combined with other past, present, and reasonably foreseeable future projects would not create a significant cumulative impact related to objectionable odors.

10.3 CULTURAL RESOURCES

Historical Resources. The Proposed Project would create significant impacts to the 1st Street Bridge, the National Cold Storage facility, and the Citizens Warehouse/Lysle Storage Company building. Metro finds that since these impacts are significant and unavoidable, that the Proposed Project would result in a cumulatively considerable significant impact to those individual historical resources. Furthermore, since the Proposed Project's impact on these three resources adds to the Related Projects' overall substantial alteration of the setting of the Arts District with respect to historical resources, Metro finds that the Proposed Project's contribution to the potentially significant cumulative impact to historical resources would be cumulatively considerable.

Archaeological Resources. A records search identified eight historic-age sites within a quarter-mile of the Project Site, many of which contained buried archaeological deposits. Native

American burials and subsurface prehistoric artifacts have also been recorded in this search distance. Therefore, it is possible that additional buried deposits exist beneath the surface of the Project Site. These unidentified buried deposits could be damaged by the Proposed Project's ground-disturbing activities such as grading and excavation. However, Mitigation Measures **CR-6** and **CR-9** would temporarily halt all nearby construction work upon the encounter of possible archaeological resources or human remains, including funerary objects, until a qualified expert verifies the find and determines the appropriate treatment. These would reduce impacts to less-than-significant levels. Hence, with mitigation incorporated into the Proposed Project, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to archaeological resources would not be cumulatively considerable.

Paleontological Resources. There are no documented paleontological localities within the boundaries of the Project Site. Furthermore, the Project Site is underlain with low-paleontological sensitivity surficial alluvium and previously disturbed sediments. However, the Proposed Project includes excavation to 25 feet below the ground surface, and 80 to 100 feet below the ground surface near the portal opening, where paleontological resources may be encountered. Implementation of Mitigation Measures **CR-6**, **CR-7**, and **CR-8** would avoid inadvertent impacts to such subsurface paleontological resources and reduce impacts to less-than-significant levels. Hence, with mitigation incorporated into the Proposed Project, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to paleontological resources would not be cumulatively considerable.

10.4 ENERGY RESOURCES

The Proposed Project would be designed and constructed in accordance with State, City, and Metro green building standards that would serve to reduce the Proposed Project's energy demand. The Proposed Project does not conflict with Metro design criteria or California Code of Regulations Title 24 (including Part 1 - California Building Standards Administrative Code, Part 2 - California Building Code, Part 6 - California Energy Code, Part 11 - California Green Building Standards Code (CAL Green Code), and Part 12 - California Reference Standards Code). In addition, energy demand would be within the existing and planned electricity and natural gas capacities. Therefore, the Proposed Project's incremental contribution to the potentially significant cumulative impact is not cumulatively considerable.

10.5 GREENHOUSE GAS EMISSIONS

Implementation of the Proposed Project and the Purple Line Extension would reduce regional GHG emissions by approximately 19,959.9 metric tons of emissions. The Proposed Project combined with Related Projects would improve Metro Red and Purple Lines service thereby promoting decreased vehicles miles traveled. There is no potential for the Proposed Project to interfere with State and regional GHG reduction targets. Therefore, the Proposed Project's incremental contribution to the potentially significant cumulative impact is not cumulatively considerable.

10.6 HAZARDS AND HAZARDOUS MATERIALS

Significant Hazard to the Public or Environment. The Project Site is known to contain contaminated soils and to encompass several sites that the DTSC has identified as being contaminated. However, through regulatory compliance, construction activities associated with the Proposed Project would include certain procedures that would reduce impacts to less-than-significant levels as well as minimize the Proposed Project's potential to contribute to the cumulative impact. For this reason, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to significant hazards to the public or environment during construction activities would not be cumulatively considerable.

Operations associated with the Proposed Project and the Related Projects within 500 feet of the Project Site would most likely involve the occasional use, storage, and disposal of hazardous materials such as vehicle fuels, oils, transmission fluids, paints, solvents, cleaners, and pesticides. Therefore, the Proposed Project combined with past, present, and reasonably foreseeable future projects could result in a potentially significant cumulative impact. However, all hazardous materials from the Proposed Project's operations would be contained, stored, and used in accordance with manufacturers' instructions and handled by staff members who have had safety training. It is thus not expected that the Proposed Project's operations would result in the release of hazardous materials that could combine with off-site operations. For this reason, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to significant hazards to the public or environment during operations would not be cumulatively considerable.

Release of Hazardous Materials from Upset or Accident Conditions. The potential for a cumulative impact would be limited to the combined effect of the Proposed Projects and Related Projects within 500 feet of the Project Site, as upset and accident conditions are site-specific effects. During construction, the Proposed Project would involve ground disturbance and utility relocation within designated methane and methane buffer zones, which may present risk of fire or explosion. Most modifications and relocations of utilities would occur prior to construction. Moreover, regulatory compliance would ensure that the Proposed Project would not create significant upset or accidental hazardous conditions during construction. For these reasons, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to the release of hazardous materials from upset or accident conditions during construction activities would not be cumulatively considerable.

Operations associated with the Proposed Project and the Related Projects within 500 feet of the Project Site would most likely involve the occasional use, storage, and disposal of hazardous materials such as vehicle fuels, oils, transmission fluids, paints, solvents, cleaners, and pesticides. These hazardous materials could be released during upset or accident conditions. However, all projects would be required to comply with all laws, rules and regulations that control hazardous materials and mitigate impacts to less-than-significant levels. For this reason, Metro finds that the Proposed Project's incremental contribution to

the potentially significant cumulative impact related to the release of hazardous materials from upset or accident conditions during operations would not be cumulatively considerable.

Hazardous Conditions at Schools. There are three schools located within a quarter-mile of the Project Site. However, the Proposed Project and Related Projects would comply with strict regulations administered by local, State, and federal agencies, ensuring that their impacts to schools would be less than significant. For this reason, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to hazardous materials at schools would not be cumulatively considerable.

Safety Hazard Near Public Airports or Private Airstrips. The Project Site and its surroundings are not located near public airports or private airstrips. For this reason, Metro finds that the Proposed Project combined with past, present, and reasonably probable future projects would have no impact related to safety hazards near public airports or private airstrips.

Exposure of People or Structures to Risk Involving Wildland Fires. Neither the Project Site nor its surroundings are susceptible to wildland fires. For this reason, Metro finds that the Proposed Project combined with past, present, and reasonably probable future projects would have no impact related to wildland fires.

Physical Interference of Emergency Plans and Emergency Evacuation Plans. The Proposed Project and the Related Projects would not require the permanent closure of emergency/disaster routes or impede emergency vehicle access to the Project Site and its surrounding area. Per state and local regulations, emergency vehicle access would be maintained at all times during construction and operation of the Proposed Project and Related Projects. For the reasons stated above, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to adopted emergency response plans or emergency evacuation plans would not be cumulatively considerable.

10.7 NOISE AND VIBRATION

Exposure to Excessive Noise Levels. The Proposed Project's construction activities would create a significant and unavoidable noise impact due to demolition and construction planned for areas adjacent to sensitive receptors at OSF. Therefore, Metro finds that the Proposed Project's contribution to the potentially significant cumulative construction noise impact would be cumulatively considerable.

Operational noise of the Proposed Project and Related Projects (namely, through-tracks associated with the Link US Project) are primarily related to slow-moving trains and their associated wheel squeal, horns, traction power substation, and maintenance. Because of the Metro Red and Purple Lines trains' low speeds within the Division 20 Rail Yard and their separation from OSF, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative operational noise impact would not be cumulatively considerable.

Exposure to Excessive Groundborne Vibration. The theoretical worst-case maximum vibration level for the purposes of determining potential construction vibration impacts is observed 75 feet away from construction equipment. Therefore, a cumulative groundborne vibration impact would result only if construction of the Proposed Project and Related Projects would occur simultaneously within 75 feet of the same sensitive receptors. It is not anticipated that this would be the case due to the locations and anticipated schedules of the Related Projects. For this reason, Metro finds that the Proposed Project combined with past, present, and reasonably probable future projects would not create a cumulative impact related to exposing sensitive receptors to excessive groundborne vibration.

Exposure to Excessive Noise Levels Associated with Public Airports. The Proposed Project and Related Projects are not within the proximity of a public airport. For this reason, Metro finds that the Proposed Project combined with past, present, and reasonably probable future projects would not create a cumulative impact related to excessive noise associated with public airports.

Exposure to Excessive Noise Levels Associated with Private Airstrips. The Proposed Project and Related Projects are not within the proximity of a private airstrip. For this reason, Metro finds that the Proposed Project combined with past, present, and reasonably probable future projects would not create a cumulative impact related to excessive noise associated with private airstrips.

10.8 TRIBAL CULTURAL RESOURCES

Archaeological Deposits and Tribal Cultural Resources. As stated in Section 10.3 of these Findings of Fact, cumulative growth and development in the Arts District and the rest of downtown Los Angeles could have impacts on significant archaeological resources. The Proposed Project combined with past, present, and reasonably probable future projects could contribute to a cumulative impact of this kind. However, in accordance with Assembly Bill 52, Metro consulted with Native American tribes affiliated with the Project Site's surrounding area to determine the appropriate mitigation measures, including tribal monitoring during construction activities and the appropriate disposition of any human remains encountered, that would reduce inadvertent impacts to potential subsurface archaeological deposits or tribal cultural resources to less-than-significant levels. All Related Projects would have to undergo the same process to comply with Assembly Bill 52. For this reason, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to tribal cultural resources is not cumulatively considerable.

10.9 TRAFFIC AND TRANSPORTATION

Traffic Congestion. During construction, the Proposed Project and Related Projects would add vehicle trips, primarily from haul trucks and worker vehicles, to the roadway network. Haul trucks would likely travel between the US-101 freeway and the areas prone to cumulative impact (generally within 500 feet of the Project Site) via Commercial and Center Streets. It is acknowledged that the Arts District has congested roadways, especially during peak traffic hours. The Related Projects, especially the Santa Fe – Alpine Spine Project, are likely to

necessitate road closures that have the potential for a cumulative traffic impact during construction. However, it is anticipated that the Proposed Project's construction-related trip generation would be minimal. It is unlikely that the Proposed Project would add more than 12 truck trips or 16 passenger vehicle trips to the roadway network. During peak hours, it should generate one trip every four minutes, or less than one trip per light cycle. For this reason, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to traffic congestion is not cumulatively considerable during construction.

During operations, the Proposed Project would add vehicle trips associated with its approximately 107 employees' commutes. These employees may arrive via single-occupancy vehicles, carpools, and public transit. Many of these employees operate trains during the day. Since peak road traffic hours coincide with peak train activities, it is not expected that the Proposed Project's operations-related workers would add to peak-period traffic. Additionally, the Proposed Project, in combination with Related Projects such as the Santa Fe – Alpine Spine Project, would promote active transportation such as walking and cycling that may offset some of the added vehicle trips. For this reason, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to traffic congestion is not cumulatively considerable during operations.

11. ALTERNATIVES AND MITIGATION MEASURES

11.1 ALTERNATIVES

Pursuant to CEQA Guidelines Section 15126.6(a), the Draft EIR described and evaluated the relative merits of a range of reasonable alternatives to the Proposed Project that would avoid or create substantially lesser impacts than the significant impacts of the Proposed Project.

During the preparation of the Draft EIR, it was determined that, inclusive of the implementation of mitigation measures, the Proposed Project would have significant unavoidable impacts related to Cultural Resources and Noise and Vibration. As indicated in Section 5 Environmental Impacts Found to be Significant with Mitigation of these Findings of Fact, the Proposed Project's significant unavoidable impacts to cultural resources would be related to a substantial adverse change in the significance of these historical resources: (1) the 1st Street Bridge, (2) the Citizens Warehouse/Lysle Storage Company building, and (3) the National Cold Storage facility. Although these impacts would be reduced by Mitigation Measures **CR-1** through **CR-4** of the MMRP, they would remain significant. A total avoidance of these impacts would necessitate an alternative Project Site. However, due to the location of the existing tunnel portal and Division 20 Rail Yard facilities that the Proposed Project seeks to alter, there is no reasonable alternative Project Site.

Regarding alternatives to the Proposed Project that would create lesser impacts, two alternative track layouts (Alternative 2 and Alternative 3) that would create lesser impacts to cultural resources were analyzed in the Draft EIR. These two alternative track layouts have similar designs as one another and result in similar environmental effects. They would create lesser impacts to the 1st Street Bridge than the Proposed Project would because they would

necessitate fewer modifications to the bridge by allowing trains to travel under the bridge's existing arches. Alternative 2 would preserve all the 1st Street Bridge's existing bents, and Alternative 3 would modify two bents (two fewer than the Proposed Project would modify). There were no alternatives that would avoid or minimize impacts to the National Cold Storage facility or the Citizens Warehouse/Lysle Storage Company building. Therefore, both alternative track layouts would still create a significant impact to cultural resources. Although the alternative track layouts would result in lesser impacts to cultural resources, both alternatives have deficiencies that would result in Metro not achieving the Proposed Project objectives. Alternative 2 does not provide operational redundancy in its points of failure. Failures at the double slip switch to the storage yard access points would render the facility unusable until the issue is addressed. This deficiency would conflict with the Proposed Project Objective #2, which is to provide new tracks and switches that will allow trains to provide faster service times at Union Station. Alternative 3 does not provide for the six-car train lengths that would satisfy the capacity requirements of the Westside Purple Line Extension. This deficiency would conflict with the Proposed Project Objective #1, which is to provide core capacity improvements needed to accommodate increased service levels on Metro Red and Purple Lines. Therefore Alternatives 2 and 3 are infeasible.

11.2 NO PROJECT ALTERNATIVE

The No Project Alternative is required by Section 15126.6 of the CEQA Guidelines and would forgo development related to the Proposed Project. The Project Site would persist as the existing Division 20 Rail Yard and its MOW facility and trackwork, the LAPD Viertel's Central Division Police Garage, the vacant National Cold Storage facility, and the unoccupied Citizens Warehouse/Lysle Storage Company building. No existing structures would be altered or demolished. Metro would not purchase the Citizens Warehouse/Lysle Storage Company building or perform any of the preservation and potential reconstruction on the building associated with the Proposed Project's mitigation measures. Metro would not be able to operate the Westside Purple Line Extension at optimal headways or support a fleet consisting of only six-car trains. The No Project Alternative would also forgo streetscape improvements on Center Street that would otherwise add to community cohesion and create a more pedestrian and bike-friendly environment.

11.3 FINDINGS FOR THE NO PROJECT ALTERNATIVE

Although pursuing the No Project Alternative would avoid the Proposed Project's significant impacts, Metro finds that specific economic, legal, social, technological, and other considerations render the No Project Alternative identified in the Draft EIR infeasible (CEQA Guidelines Section 15091(a)(3)). By pursuing the No Project Alternative, Metro would forgo the removal of soil that could potentially be contaminated by hazardous materials. In pursuing the No Project Alternative, Metro would also forgo the benefits of operating the Westside Purple Line Extension at six-car lengths such as reductions in regional vehicle miles traveled and their associated energy use and air pollutant and greenhouse gas emissions. Most importantly, Metro would not be able to meet the Proposed Project's objectives of providing core capacity improvements to accommodate increased service levels on the Metro Red and Purple Lines and providing new tracks and turnouts to allow trains to provide faster

service times at Union Station. For these reasons, Metro finds that the No Project Alternative is not feasible.

11.4 FINDINGS FOR ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA Guidelines Section 15126.6 requires that an “environmentally superior” alternative be selected among the alternatives that are evaluated in the EIR. As described in the Draft EIR, the No Project Alternative has been found to have the least amount of environmental impacts and is the environmentally superior alternative. If the No Project Alternative is identified as the environmentally superior alternative, the next-best environmentally superior alternative must be identified. In the case of the Proposed Project, Alternative 2 was identified in the Draft EIR as being the environmentally superior alternative because it would avoid the cultural resources impact to the 1st Street Bridge. Nevertheless, Alternative 2 would create significant unavoidable construction noise and vibration impacts comparable to those of the Proposed Project.

CEQA Guidelines requires alternatives to be analyzed with respect to their ability to satisfy the objectives of a proposed project. As referenced above, Alternative 2 does not provide operational redundancy in its points of failure. Failures at the double slip switch to the storage yard access points would render the facility unusable until the issue is addressed. This deficiency would conflict with the Proposed Project Objective #2, which is to provide new tracks and switches that will allow trains to provide faster service times at Union Station. For this reason, Metro finds that the environmentally superior alternative, Alternative 2, does not adequately satisfy the objectives of the Proposed Project and is therefore infeasible.

11.5 FINDINGS FOR MITIGATION MEASURES

Metro has considered every mitigation measure recommended in the EIR. To the extent that these Findings conclude that the mitigation measures outlined in the EIR are feasible and have not been modified, superseded or withdrawn, Metro hereby binds itself to implement or, as appropriate, require implementation of these measures. These Findings, in other words, are not merely informational, but rather constitute a binding set of obligations that will come into effect when Metro adopts a resolution approving the Proposed Project. The mitigation measures are referenced in the MMRP adopted concurrently with these Findings and will be effectuated through the process of constructing and implementing the Proposed Project.

12. STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to CEQA Guidelines Section 15093, if a project’s EIR and administrative record substantiate that the project would result in significant and unavoidable impacts, then the lead agency is required to balance the project’s significant and unavoidable impacts against its economic, legal, social, technological, or other benefits. If these benefits outweigh the significant and unavoidable impacts, then the significant and unavoidable impacts may be deemed acceptable. In such a case, the lead agency must state, in writing, the specific reasons that support this conclusion. This section presents the Proposed Project potential significant

and unavoidable impacts followed by a demonstration of how they are outweighed by the Proposed Project's benefits.

12.1 SIGNIFICANT AND UNAVOIDABLE IMPACTS

The Proposed Project would result in the following localized significant and unavoidable impacts:

Adverse Change in the Significance of a Historical Resource. The Proposed Project would remove two of the 1st Street Bridge's bents and widen two bents and one pylon. The removal of these character-defining features is not consistent with the SOI Standards for the Treatment of Historic Properties. The Proposed Project would also demolish the eastern portion of the remnants of the Citizens Warehouse/Lysle Storage Company building (in the location of the former Pickle Works building listed on the CRHR). Lastly, the Proposed Project would demolish the National Cold Storage facility, which is listed as historically significant on SurveyLA, the City of Los Angeles' official historical resources survey. Mitigation measures have been added to the MMRP to reduce these impacts to the extent possible. However, these permanent alterations of "historical resources", as defined in Section 15064.5 of the CEQA Guidelines, would still constitute significant and unavoidable impacts.

Demolition and Construction Noise and Vibration. The Proposed Project would generate noise levels in excess of FTA standards during demolition and construction. This would adversely affect sensitive receptors at the OSF. Furthermore, all commercial and industrial uses within 20 feet of the Proposed Project's heavy-duty equipment would also be subject to adverse effects.

The Proposed Project would also expose persons to excessive groundborne vibration during demolition and excavation. These activities require the use of heavy-duty equipment that cannot be avoided based on applicable construction methods. Mitigation measures have been added to the MMRP to reduce these impacts to the extent possible. However, due to standard demolition and construction procedures and the proximity of sensitive receptors to the area of demolition and construction work, these adverse effects would constitute significant and unavoidable impacts.

12.2 DETERMINATION

Given the following reasons, Metro concludes that the overall benefits of the Proposed Project outweigh the significant and unavoidable impacts discussed in Section 1.1 Significant and Unavoidable Impacts, and that the significant and unavoidable impacts are thus considered acceptable.

Regional Transit Capacity. The Proposed Project will substantially improve capacity of the Metro Red and Purple Lines. In November 2016, over 70 percent of Los Angeles County's voters voted in support for Metro's Measure M ballot measure to raise sales taxes to pay for critical transportation improvements. The improvements to the Division 20 Rail Yard will provide core capacity improvements to accommodate increased service levels previously approved for the Metro Red and Purple Lines and allow trains to provide faster service times

at Union Station. Metro Red and Purple Lines ridership is expected to increase by approximately 49,000 following the Purple Line Extension to the U.S. Department of Veterans Affairs West Los Angeles Medical Center. In order to effectively serve the additional patronage during weekday peak hours, planned service improvements include operating trains every four minutes on each line – which is every two minutes in the trunk portion of the system – and expanding the fleet. Currently, eastbound trains in the trunk portion of the system use special trackwork at Union Station to reverse directions (i.e., ‘turnback’). However, the capability of turning back trains is capped at 7.5 minutes on each line, or 3.75 minutes combined due to the original design of Union Station. In addition to improving Metro Red Line service, the Proposed Project would provide quicker turnaround times and capacity for storing trains for the full build-out of the Purple Line Extension Transit Project.

Reduced Vehicle Miles Traveled (VMT) and Associated Emissions. The Proposed Project would allow for the increase in service and expansion of the geographical reach of the Metro Red and Purple Lines. This would increase the appeal and viability of heavy-rail transit as a mode of transportation in Los Angeles County. Such improvements to alternative modes of transportation would provide the opportunity for reductions in regional single-occupancy vehicle VMT and their associated air pollutant and greenhouse gas emissions. In combination with the Purple Line Extension, the Proposed Project would result in an annual net reduction of approximately 19,960 metric tons of carbon dioxide equivalent. The entirety of the Purple Line Extension was incorporated into the Southern California Association of Governments Regional Transportation Plan. Enhancing and expanding the public transit network is at the crux of reducing regional VMT and associated GHG emissions, which is the top priority of the regional and local transportation and sustainability plans, as well as the California Air Resources Board Scoping Plan. The Proposed Project would contribute to regional efforts to improve sustainability and reduce VMT.

Though the Proposed Project’s would result in potential significant and unavoidable impacts related to cultural resources and noise and vibration, the Proposed Project would create regional economic and social benefit of providing more frequent transit service as well as the overall environmental and social benefit of cleaner air and reduced greenhouse gases. Thus, although the Proposed Project has the potential to create significant and unavoidable impacts, these impacts would be greatly outweighed by the benefits that it would bring to the region.

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4. MITIGATION MONITORING AND REPORTING PROGRAM

4.1. INTRODUCTION

Section 21081.6 of the PRC requires a lead agency to adopt a “reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment” (Section 15097 of the CEQA Guidelines provides additional direction on mitigation monitoring or reporting). As lead agency for the Proposed Project, Metro is responsible for administering and implementing the MMRP. The decisionmakers must define specific monitoring requirements to be enforced during project implementation prior to final approval of the Proposed Project. The primary purpose of the MMRP is to ensure that the mitigation measures identified in the Draft and Final EIR are implemented, effectively minimizing the identified environmental effects.

4.2. PURPOSE

Table 4.1 has been prepared to ensure compliance with all mitigation measures identified in the Draft EIR and this Final EIR which would lessen or avoid potentially significant adverse environmental impacts resulting from implementation of the Proposed Project. Each mitigation measure is identified in Table 4.1 and is categorized by environmental topic and corresponding number, with identification of:

- Monitoring Action – The criteria that would determine when the measure has been accomplished and/or the monitoring actions to be undertaken to ensure the measure is implemented.
- Party Responsible for Implementing Mitigation – The entity accountable for the action.
- Enforcement Agency, Monitoring Agency, and Monitoring Phase – The agencies responsible for overseeing the implementation of mitigation and when the implementation is verified.

Table 4.1 Mitigation Monitoring and Reporting Program

Impact Area	Potential Effects	Mitigation Measures	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Aesthetics	Light and Glare	AES-1 Construction-related light fixtures shall be equipped with glare diffusers and feature directional shielding in order to avoid the spillover of light onto adjacent residences.	Equip construction lighting with glare diffusers and directional shielding	Metro/ Contractor	1. Metro 2. Metro 3. Construction
		AES-2 Permanent operations-related light fixtures shall feature directional shielding in order to avoid the spillover of backlight and uplight onto adjacent residences.	Equip permanent operations-related lighting with directional shielding	Metro/ Contractor	1. Metro 2. Metro 3. Operations
Cultural Resources	Significance of a Historical Resource	CR-1 Design measures shall be developed by the Project Architect and Engineer and implemented by the Project Contractor to minimize harm due to alterations to the 1 st Street Bridge. Design measures shall include surface treatment of new concrete to reflect but be distinguishable from the original board-form appearance, retention of the decorative brackets, and an infill treatment of the incising arches in a manner similar to the treatment used when the Bridge was first widened to accommodate the Eastside Light-Rail Extension of the Metro Gold Line Project.	Develop and implement design measures to minimize harm resulting from alterations to the 1 st Street Bridge.	Metro/ Contractor	1. Metro/City of Los Angeles Office of Historic Resources 2. Metro 3. Pre-construction
		CR-2 Metro shall conduct further historical research and analysis to document, in an exhibit, report, or website, the historic association and significance of the Citizens Warehouse/Lysle Storage Company building. The documentation shall include a discussion of who lived	Document the historic association and significance of the Citizens Warehouse/Lysle Storage Company building, including a	Metro/Cultural Resources Consultant	1. Metro/City of Los Angeles Office of Historic Resources 2. Metro 3. Prior to demolition of the Citizens Warehouse/Lysle

Impact Area	Potential Effects	Mitigation Measures	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
		and worked in the building and its role in the early settlement history of the Arts District. A description of the construction history of the complex from 1888 until the present time shall also be included in the documentation. Copies of the report or exhibit shall be provided to the City of Los Angeles Public Library for public education purposes. The documentation shall be completed prior to commencement of any Project construction activities that could adversely affect the Citizens Warehouse/Lysle Storage Company building.	discussion of its role in the early settlement history of the Arts District and its former occupants. Provide this research and analysis to the City of Los Angeles Public Library.		Storage Company building
Cultural Resources	Significance of a Historical Resource	CR-3 Metro shall do the following to minimize impacts to the Citizens Warehouse/Lysle Storage Company building: A. Metro shall retain and stabilize approximately 24,000 square feet of floor area of the extant portion of the Citizens Warehouse/Lysle Storage Company building along Center Street (8,000 square feet per story on the basement, the ground floor, and the second floor), including the former location of the Art Dock, for potential future reuse. 1. Stabilization of the remaining portions of the building to remain shall be designed and conducted in a manner consistent with the applicable SOI's Standards. The	Prepare and implement a plan to retain, stabilize, and preserve the opportunity to expand the Citizens Warehouse/Lysle Storage Company building for potential reuse and retain eligibility for designation as a City of Los Angeles Historic-Cultural Monument..	Metro/ Contractor	1. Metro/City of Los Angeles Office of Historic Resources 2. Metro 3. Pre-construction

Impact Area	Potential Effects	Mitigation Measures	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
		<p>stabilization design shall be prepared prior to commencement of any of the Proposed Project's construction activities that could adversely affect the Citizens Warehouse/Lysle Storage Company building.</p> <ol style="list-style-type: none"> 2. In order to preserve the maximum amount of historic materials comprising the floors and ceiling joists, Metro shall saw-cut through the first floor, second floor, and roof along the eastern side to be stabilized. 3. Demolition of the eastern portion of the building may not occur until after the stabilization (item A.1) and saw-cut (item A.2) are complete. 4. Brick exterior cladding material, windows, and other character-defining materials and features obtained from the demolition of the eastern wall of the Citizens Warehouse/Lysle Storage Company building shall be salvaged and stored so that those original materials can be re-used to clad the southern façade of the existing building or to clad any proposed Pickle Works replication addition to the south. 			

Impact Area	Potential Effects	Mitigation Measures	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
		<p>B. Metro shall consult with the Arts District community to identify an appropriate future use for the Citizens Warehouse/Lysle Storage Company building. Renovations to accommodate the new use shall not preclude the building's eligibility to be considered as a City of Los Angeles Historic-Cultural Monument.</p> <p>C. Upon identification of an appropriate future use for the Citizens Warehouse/Lysle Storage Company building, Metro shall develop an adaptive reuse plan in consultation with the Los Angeles Conservancy and the City of Los Angeles Office of Historic Resources. The adaptive reuse plan shall:</p> <ol style="list-style-type: none"> 1. Develop an adaptive reuse design for historic rehabilitation consistent with the SOI's Standards for Rehabilitation to a total of up to approximately 26,700 square feet of floor area. <ol style="list-style-type: none"> a. The adaptive reuse design shall include replication of the original southern façade of the former Pickle Works building to the maximum extent possible. b. The adaptive reuse plan shall be developed by Metro 			

Impact Area	Potential Effects	Mitigation Measures	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
		<p>in consultation with the Los Angeles Conservancy and the City of Los Angeles Office of Historic Resources to ensure that adequate guidance is in place for historic rehabilitation principles to be incorporated into the needs of potential future reuse.</p> <p>c. Metro shall obtain the services of a firm specializing in historic preservation rehabilitation projects to provide guidance for development of the plan.</p> <p>D. Metro shall do the following to enable the Cultural Heritage Commission's consideration of the Citizens Warehouse/Lysle Storage Company as a City of Los Angeles Historic-Cultural Monument:</p> <p>1. Ensure the following character-defining features are preserved in the adaptive reuse design along the north and west elevations to convey the building's association with the Los Angeles Arts District during the 1970s and 1980s:</p> <p>a. Common-bond brick work b. Patterned but irregular spacing of fenestration and</p>			

Impact Area	Potential Effects	Mitigation Measures	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
		<ul style="list-style-type: none"> openings c. Segmentally arched windows of variegated dimensions d. Four-part corbelling at west and north elevation rooflines e. Ceramic insulators affixed to west elevation f. Sawtooth element at roof g. Recessed wood-frame multi-light windows h. Faux shutters and planters i. The Art Dock bay, located at 112 Center Street (west elevation, second dock from north) j. Elevated single-bay loading docks k. Basement windows l. Stucco-capped stepped parapets at the roofline <p>4. Apply to the City of Los Angeles Office of Historic Resources and Cultural Heritage Commission for their consideration of the Citizens Warehouse/Lysle Storage Company to be designated as a City of Los Angeles Historic-Cultural Monument.</p> <ul style="list-style-type: none"> a. The application shall base the statement of significance on the 			

Impact Area	Potential Effects	Mitigation Measures	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
		<p>building's association with the Los Angeles Arts District during the 1970s and 1980s under Criterion 1: Is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community.</p> <p>b. The nomination for Historic-Cultural Monument status would be prepared after the stabilization is complete.</p> <p>E. Metro shall preserve the opportunity to expand the Citizens Warehouse/Lysle Storage Company building towards the 1st Street Bridge to provide up to approximately 2,700 square feet of floor area (900 square feet per story on the basement, the ground floor, and the second floor). The determination whether to expand the building towards the 1st Street Bridge shall be made by Metro in consultation with the Arts District community, the Los Angeles Conservancy, and the City of Los Angeles Office of Historic</p>			

Impact Area	Potential Effects	Mitigation Measures	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
		<p>Resources.</p> <p>1. Any expansion of the building towards the 1st Street Bridge area shall be conducive to replicating the appearance of the no-longer extant portion of the former Pickle Works building built in 1888, which was demolished by a different entity for a previous project – the widening of the 1st Street Bridge.</p> <p>F. A certificate of occupancy shall be recorded on the property for the future reuse within five years of Metro’s purchase of the property from the City.</p>			
		<p>CR-4 Metro shall prepare a report that documents, in-depth, the history and context of ice making and cold storage facilities in Los Angeles and the role played by National Ice and Cold Storage during its most significant years. Copies of the report shall be provided to the City of Los Angeles Public Library for public education purposes. The report shall be prepared prior to any demolition activities that would affect the National Ice and Cold Storage facility.</p>	<p>Prepare report on the history and context of ice making and cold storage facilities in Los Angeles and the role played by National Ice and Cold Storage during its most significant years. Provide copies of the report to the City of Los Angeles Public Library.</p>	<p>Metro/Cultural Resources Consultant</p>	<p>1. Metro/City of Los Angeles Office of Historic Resources 2. Metro 3. Prior to demolition of National Ice and Cold Storage facility.</p>
<p>Cultural Resources</p>	<p>Significance of an Archaeological</p>	<p>CR-5 A qualified archaeologist who meets the standards of the Secretary of the Interior for Archaeology (Project Archaeologist)</p>	<p>1. Retain qualified archaeologist 2. Develop CRMMP</p>	<p>Metro/Project Archaeologist</p>	<p>1. Metro/California Office of Historic Preservation</p>

Impact Area	Potential Effects	Mitigation Measures	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
	Resource	<p>shall be retained to provide and supervise archaeological monitoring of all project-related, ground-disturbing construction activities (e.g., boring, grading, excavation, drilling, trenching) that occur after existing pavement and buildings are removed. A Cultural Resources Monitoring and Mitigation Plan (CRMMP) shall be developed prior to the start of ground-disturbing activities outlining qualifications and roles of the Project Archaeologist and archaeological monitor, monitoring procedures, reporting requirements, and procedures to follow if cultural resources are encountered during construction.</p> <p>The Project Archaeologist shall prepare monthly cultural resources monitoring progress reports to be filed with Metro. In the event that cultural resources are exposed during construction, the archaeological monitor shall temporarily halt construction within 50 feet (15 meters) of the discovery (if safe) while the potential resource is evaluated for significance (i.e., eligible for listing in the CRHR per PRC Section 5024.1 (c), or in a local register of historical resources as defined in PRC Section 5020.1 (k)). Construction activities could continue in other areas that are a distance of at least 50 feet from the discovered resource. If the discovery proves to be significant, representatives of Metro and the Project Archaeologist shall meet to determine</p>	3. Monitor all ground-disturbing activities 4. Monthly Reports 5. Discovery Protocols 6. Data Recovery		2. Metro 3. Construction

Impact Area	Potential Effects	Mitigation Measures	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
		the appropriate avoidance or minimization measures. In considering suggested mitigation, Metro shall determine whether avoidance and preservation in place is feasible in light of such factors as the nature of the find, the Proposed Project design, costs, and other considerations. Under CEQA Guidelines Section 15126.6(b)(3), preservation in place is the preferred method of mitigation and, if feasible, shall be adopted to mitigate impacts to historical resources of an archaeological nature unless the lead agency determines that another form of mitigation is available and provides superior mitigation of the impacts. If avoidance and preservation in place is infeasible, other appropriate measures, such as data recovery excavation, shall be instituted. If data recovery is deemed appropriate, a Treatment or Data Recovery Plan (Plan) outlining the field and laboratory methods to be used shall be prepared by the Project Archaeologist in accordance with CEQA Guidelines Section 15064.5(f) and approved by Metro prior to initiation of data recovery work. The Plan shall specify the appropriate treatment and/or curation of collected materials.			
Cultural Resources	Destruction of a Paleontological Resource or	CR-6 A qualified paleontological monitor shall be retained to monitor project-related excavation activities on a full-time basis in previously undisturbed Pleistocene	1. Full-time monitoring in area of undisturbed Pleistocene	Metro/ Paleontological Monitor	1. Metro 2. Metro 3. Construction

Impact Area	Potential Effects	Mitigation Measures	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
	Site or Unique Geologic Feature	deposits, if encountered. Project-related excavation activities of less than ten feet in depth shall be monitored on a part-time basis to ensure that underlying paleontologically sensitive sediments are not being affected. In addition, the monitor shall ensure the proper differentiation between paleontological and archaeological resources.	deposits 2. Part-time monitoring when excavation is less than ten feet. 3. Review recovered resources to differentiate between paleontological and archaeological resources		

Impact Area	Potential Effects	Mitigation Measures	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
		<p>CR-7 A Paleontological Monitoring and Mitigation Plan (PMMP) shall be developed by a qualified professional paleontologist prior to the start of ground-disturbing activities. A qualified professional paleontologist shall be retained to supervise the monitoring of construction. Paleontological resource monitoring shall include inspection of exposed geologic units during active excavations within sensitive geologic sediments, as defined by the PMMP and as needed. The monitor shall have authority to temporarily divert grading away from exposed fossils in order to efficiently recover the fossil specimens and collect associated data. The qualified paleontologist shall prepare monthly progress reports to be filed with Metro. At each fossil locality, field data forms shall be used to record pertinent geologic data, stratigraphic sections shall be measured, and appropriate sediment samples shall be collected and submitted for analysis. Matrix sampling shall be conducted to test for the presence of microfossils.</p>	<ol style="list-style-type: none"> 1. PMMP development 2. Retain paleontologist 3. Monitoring 4. Monthly reporting 5. Matrix sampling 	Metro/ Paleontological Monitor	<ol style="list-style-type: none"> 1. Metro 2. Metro 3. Pre-construction/ Construction

Impact Area	Potential Effects	Mitigation Measures	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Cultural Resources	Destruction of a Paleontological Resource or Site or Unique Geologic Feature	CR-8 Recovered fossils shall be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility. The most likely repository would be the Natural History Museum of Los Angeles County.	Curate recovered fossils and deposit in designated curation facility.	Metro/ Paleontological Monitor	1. Metro 2. Metro 3. Construction
	Disturbance of Human Remains	CR-9 In the event that human remains, as defined above, are encountered at the Project Site, procedures specified in the Health and Safety Code Section 7050.5, Public Resources Code Section 5097.98, and the California Code of Regulations Section 15064.5(e) shall be followed. In this event, all work within 100 feet (30 meters) of the burial shall cease, and any necessary steps to ensure the integrity of the immediate area shall be taken. This shall include establishment of a temporary Environmentally Sensitive Area (ESA) marked with stakes and flagging tape around the find and 100-foot buffer. The Los Angeles County Coroner shall be immediately notified. The Coroner must then determine whether the remains are Native American. Work shall continue to be diverted while the Coroner determines whether the remains are Native American. Should the Coroner determine that the remains are Native American, the Coroner has 24 hours to notify the NAHC, who shall in turn, notify the person they identify as the most likely descendent (MLD) of any human remains. Further actions shall	1. Cease work within 100 feet of discovery. 2. Notify Los Angeles County Coroner 3. Preserve in place/reburial/repatriation of remains in consultation with MLD	Metro/ Archaeological Monitor	1. Los Angeles County Department of Medical Examiner-Coroner 2. Metro 3. Construction

Impact Area	Potential Effects	Mitigation Measures	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
		be determined in consultation with the MLD. Upon being granted access to the site, the-MLD has 48 hours to make recommendations regarding the treatment or disposition of the remains of the discovery. If requested by the MLD, measures shall be taken to the extent feasible to preserve and protect the remains in situ. If preservation in place is not feasible in light of such factors as the nature of the find, the Proposed Project design, costs, and other considerations, the appropriate treatment, reburial, or repatriation of the remains shall be determined in consultation with the MLD. If the MLD does not make recommendations within 48, Metro shall, with appropriate dignity, re-inter the remains in an area of the property secure from further disturbance. Alternatively, if Metro does not accept the MLD's recommendations, Metro or the MLD may request mediation by the NAHC. The location of the remains shall be kept confidential and secured from disturbances and looting until the appropriate treatment has been identified and implemented. No information regarding the discovery of human remains shall be publicized.			
Noise and Vibration	Exceedance of Applicable Standards	NV-1 The Contractor shall submit a Noise Control and Monitoring Plan to Metro that is prepared, stamped, and administered by the Contractor's Acoustical Engineer. This plan shall state that:	Prepare Noise Control and Monitoring Plan and submit to Metro.	Metro/ Contractor	1. Metro 2. Metro 3. Pre-construction

Impact Area	Potential Effects	Mitigation Measures	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
		<ul style="list-style-type: none"> • Equipment shall include enclosed engines, acoustically attenuating shields, and/or high-performance mufflers; • Equipment and staging areas shall be located away from noise-sensitive receivers; • Idling of construction equipment shall be restricted to a maximum of five minutes, except as provided in the exceptions to the applicable California Air Resources Board regulations regarding idling; • Temporary noise barriers and/or noise control curtains shall be installed; • Construction-related truck traffic shall be routed away from local residential streets and/or sensitive receivers; • Impact pile driving shall be prohibited; • The use of impact devices such as jackhammers and hoe rams shall be minimized, using concrete crushers and pavement saws instead; • The Noise Control and Monitoring Plan shall include a site drawing, an inventory of equipment, calculations of the one-hour L_{eq} noise levels at sensitive receptors (i.e., OSF), and compliance with FTA noise criteria. <p>An updated Noise Control and Monitoring Plan shall be completed and submitted within ten days of the start of each quarterly period, or whenever there</p>			

Impact Area	Potential Effects	Mitigation Measures	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
		is a major change in work schedule, construction methods, or equipment operations.			
Noise and Vibration	Exceedance of Applicable Standards	<p>NV-2 Metro shall install low-impact frogs at locations with special trackwork. This applies to the OSF-adjacent storage yard and yard tracks within a 200-foot radius of the northern portion of the northern OSF building. This also applies to existing yard tracks leading to the Maintenance Facility, as well as new yard tracks within a 200-foot radius of the northern portion of the southern OSF building.</p>	Install low-impact frogs	Metro/ Contractor	<p>1. Metro 2. Metro 3. Construction</p>
	Exposure of Persons to or Generation of Excessive Groundborne Vibration or Noise	<p>NV-3 The Contractor shall submit a Vibration Monitoring Plan to Metro that is prepared, stamped, and administered by the Contractor's Acoustical Engineer. This plan shall include:</p> <ul style="list-style-type: none"> • A survey of OSF building foundations with photographs of existing conditions limited to buildings within 25 feet of high-vibration-generating construction activities. Another survey shall be completed at the end of construction activities to assess potential damage. Damaged structures shall be returned to the preconstruction state by the Contractor. • A requirement to monitor vibration at any building where vibratory rollers or similar high-vibration-generating 	Prepare Vibration Monitoring Plan and submit to Metro.	Metro/ Contractor	<p>1. Metro 2. Metro 3. Pre-construction</p>

Impact Area	Potential Effects	Mitigation Measures	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
		<p>equipment would be operated within 25 feet of buildings and at any location where complaints about vibration are received from building occupants. Construction activities shall be stopped and alternative methods introduced if vibration levels exceed 0.2 inches per second at OSF. Examples of high-vibration construction activities include the use of vibratory compaction or hoe rams next to sensitive buildings. Alternative procedures include use of non-vibratory compaction in limited areas and a concrete saw in place of a hoe ram to break up pavement.</p> <ul style="list-style-type: none"> Nighttime construction activities near OSF shall not include equipment operations within the minimum distances shown in Table 3.7.9. 			

Impact Area	Potential Effects	Mitigation Measures	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Tribal Cultural Resources		<p>TCR-1 Because of the potential for tribal cultural resources, a Native American monitor shall be retained to monitor all project-related, ground-disturbing construction activities (e.g., boring, grading, excavation, drilling, trenching) that occur after existing pavement and buildings are removed. The appropriate Native American monitor shall be selected based on ongoing consultation under AB 52 and shall be identified in the Cultural Resources Monitoring and Mitigation Plan (CRMMP), as described in Mitigation Measure CR-5. Monitoring procedures and the role and responsibilities of the Native American monitor shall be outlined in the project CRMMP. In the event the Native American monitor identifies cultural or archeological resources, the monitor shall be given the authority to temporarily halt construction (if safe) within 50 feet (15 meters) of the discovery to investigate the find and contact the Project Archaeologist and Metro. The Native American monitor and consulting tribe(s) shall be provided an opportunity to participate in the documentation and evaluation of the find. If a Treatment Plan or Data Recovery Plan is prepared, the consulting tribe(s) shall be provided an opportunity to review and provide input on the Plan.</p>	Retain Native American Monitor	Native American Monitor/ Project Archaeologist	1. Metro 2. Metro 3. Construction

Notice of Determination**Appendix D****To:**

Office of Planning and Research
U.S. Mail: _____ *Street Address:* _____
 P.O. Box 3044 1400 Tenth St., Rm 113
 Sacramento, CA 95812-3044 Sacramento, CA 95814

County Clerk
 County of: _____
 Address: _____

From:

Public Agency: _____
 Address: _____

 Contact: _____
 Phone: _____

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): _____

Project Title: _____

Project Applicant: _____

Project Location (include county): _____

Project Description:

This is to advise that the _____ has approved the above
 (Lead Agency or Responsible Agency)

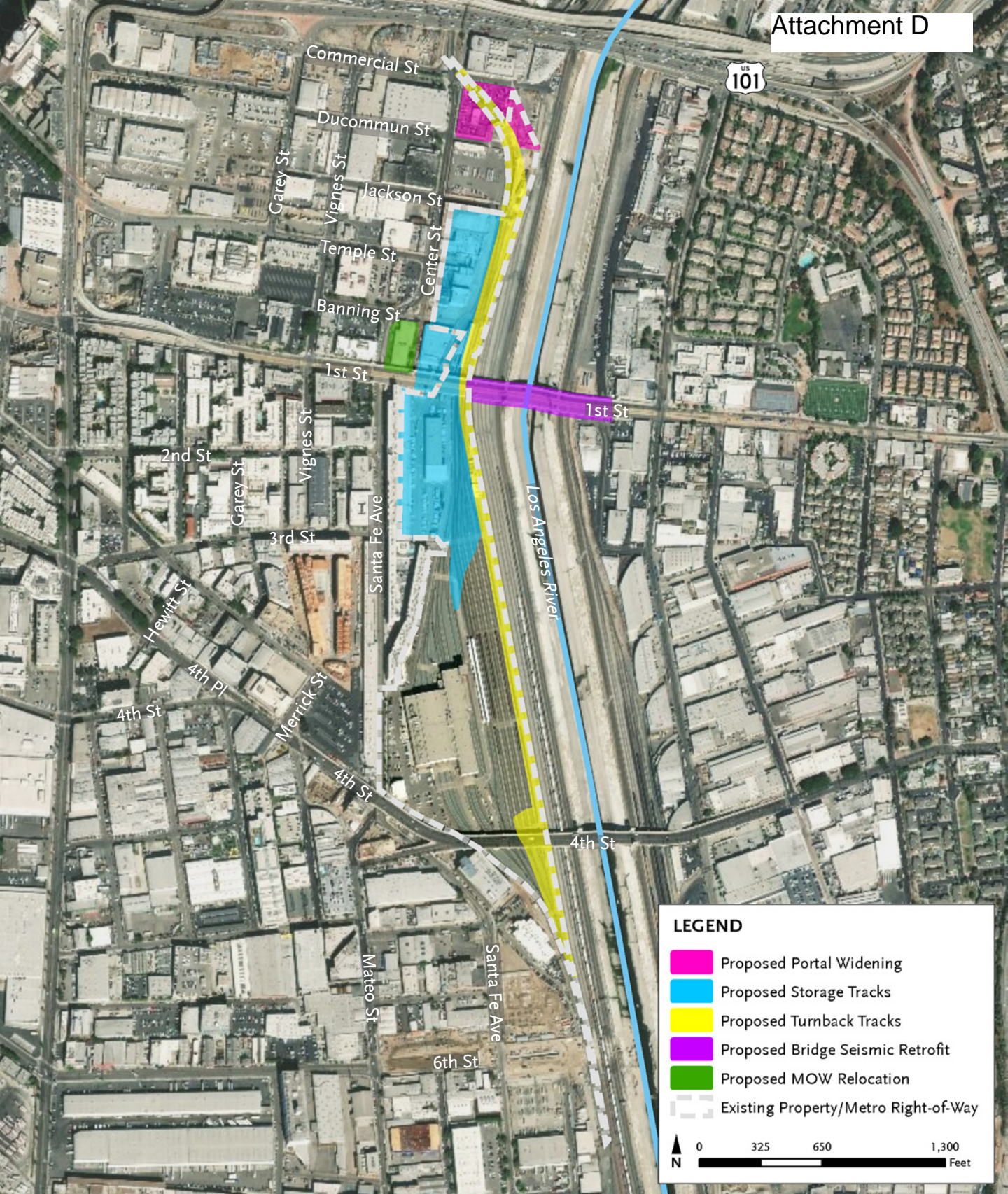
described project on _____ and has made the following determinations regarding the above
 (date)
 described project.

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:

 Signature (Public Agency): _____ Title: _____

Date: _____ Date Received for filing at OPR: _____



LEGEND

- Proposed Portal Widening
- Proposed Storage Tracks
- Proposed Turnback Tracks
- Proposed Bridge Seismic Retrofit
- Proposed MOW Relocation
- Existing Property/Metro Right-of-Way

0 325 650 1,300 Feet

NOTE: Exact location of storage tracks and turnback tracks to be determined.

Source: Terry A. Hayes Associates Inc., 2018.

Division 20 Portal Widening and Turnback Facility



Public Engagement Summary Report: Scoping through DEIR

October 2018

Submitted by



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Contents

1. Overview	5
2. Project Database	6
3. Project Communication Resources	7
a. Branding	7
b. Messaging	8
c. Fact Sheets	8
d. Frequently Asked Questions (FAQ)	8
e. Project Website	8
f. Webcast	9
g. Project Video	9
4. Meeting Notification Efforts	9
a. Preliminary Notice	9
b. Newspaper Advertisements	10
c. Primary Notice	11
d. Door to Door Outreach	12
e. Electronic Mail Notifications	12
f. Social Media Posts	13
g. Blog Publications	13
5. Community Engagements	14
a. Elected Official Staff Briefings	16
b. Stakeholder Briefings and Technical Advisory Meetings	16
c. Public Meetings	18

Figures

Figure 1: Project Database by Category	7
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Tables

Table 1: Executed Outreach Initiatives.....	6
Table 2: Distribution of Preliminary Notice of Action and Environmental Report	10
Table 3: Distribution of Newspaper Advertisements.....	11
Table 4: Primary Meeting Notices.....	11
Table 5: Distribution of Public Meeting Notices to Key Stakeholders	12
Table 6: Distribution of E-blast Notifications	13
Table 7: Distribution of Social Media Posts.....	13
Table 8: Distribution of Blog Publication Posts.....	14
Table 9: Meetings & Briefings	14
Table 10: Briefings to Elected Official	16
Table 11: Briefings to Key Stakeholders.....	17
Table 12: Meeting Attendance, Participation & Comments Collected	18

Images

Image 1: Metro Headquarters, 3 rd Floor Lobby.....	Cover
Image 2: Project Area Map.....	5
Image 3: Project Fact Sheet & Frequently Asked Questions.....	8
Image 4: Project Website Landing Page.....	8
Image 5: Metro Board Room.....	9
Image 6: Notification Area Boundary Map	11
Image 7: Project E-blasts	12
Image 8: Art Share L.A.	15
Image 9 & 10: Japanese American Cultural & Community Center.....	15
Image 11: Metro Headquarters, 3 rd Floor Lobby.....	16

1. Overview

The Los Angeles County Metropolitan Transportation Authority (Metro) is proposing service improvements for its Red and Purple Lines with the Division 20 Portal Widening and Turnback Facility project (Proposed Project). Collectively, the Red and Purple Lines carry over 140,000 passengers daily, with ridership expected to increase by 49,000 following the Purple Line Extension to the Veterans Affairs West Los Angeles Medical Center. Currently, these trains reverse at Union Station, which limits the frequency of service. The Proposed Project aims to address these service reliability and safety issues with three core improvements, which include:

- Widening the heavy rail tunnel south of U.S. Highway 101 freeway (Portal Widening) to accommodate additional special trackwork and high-speed train movements;
- Developing of a new, surface-level Turnback Facility in the existing Division 20 Rail Yard; and
- Reconfiguring and expanding the surface-level rail storage tracks.



Image 2: Project Area Map

In preparation for the Proposed Project’s environmental review process, an outreach engagement strategy was developed by Arellano Associates (AA) in agreement with and approved by Metro and the technical team, consisting of ICF International, Inc. and Terry Hayes and Associates, Inc. (TAHA), collectively known as the Project Team. This Public Participation Plan (PPP) provided the Project Team initial direction and guidance throughout the environmental phase, including:

- A general understanding of the project area’s demographics and languages;
- An initial list of key stakeholders and stakeholder groups;
- A plan to compile, develop and maintain a database of project stakeholders and other interested parties;
- Detail on additional management tools, which would be employed to direct and document outreach outcomes;
- Identify communication tools, such as branding and messaging, key messages, printed materials, and digital and web-based tools to facilitate public as well as agency awareness and inclusion in the environmental process; and
- Layout the types of meetings and notifications, which would be used to execute the Project Team’s objectives for public and agency inclusion and participation.

The PPP’s intended period of engagement was set to include all activities occurring between the start of the scoping process (October 18, 2017) and the close of the hearing process (April 30, 2018), which included the release of Draft Environmental Impact Report (DEIR). Subsequent to the end of this initial scoping period, the Proposed Project footprint was expanded to include an additional property that had been offered to Metro at 100-120 North Santa Fe Avenue. This change initiated a revised scoping (lasting from January 3, 2018 to February, 2, 2018), resulting in additional process notifications and comment feedback. Record of each process and the outreach conducted to involve, both, agency and public participation can be found in the Public Scoping Summary Report and in the DEIR Public Engagement Summary Report.

Table 1 provides a summary of executed project outreach initiatives.

Table 1: Executed Outreach Initiatives

Type	Executed Outreach
Project Database	✓
Project Communication Resources	✓
Branding and Languages Served (English, Spanish and Japanese)	✓
Key Messages	✓
Fact Sheet	✓
Frequently Asked Questions	✓
Project Website	✓
Webcast (or Webinar) Meeting	✓
Project Video	✓
Elected Official Briefings	✓
Stakeholder Briefings	✓
Meetings & Meeting Notifications	✓
Scoping	✓
Hearing	✓
Print Meeting Notices (Mail, Posted and Counter Drop)	✓
Electronic Mail Notifications (E-blasts)	✓
Newspaper Advertisements (or Press Releases)	✓
Facebook	✓
Twitter	✓
Blogs	✓

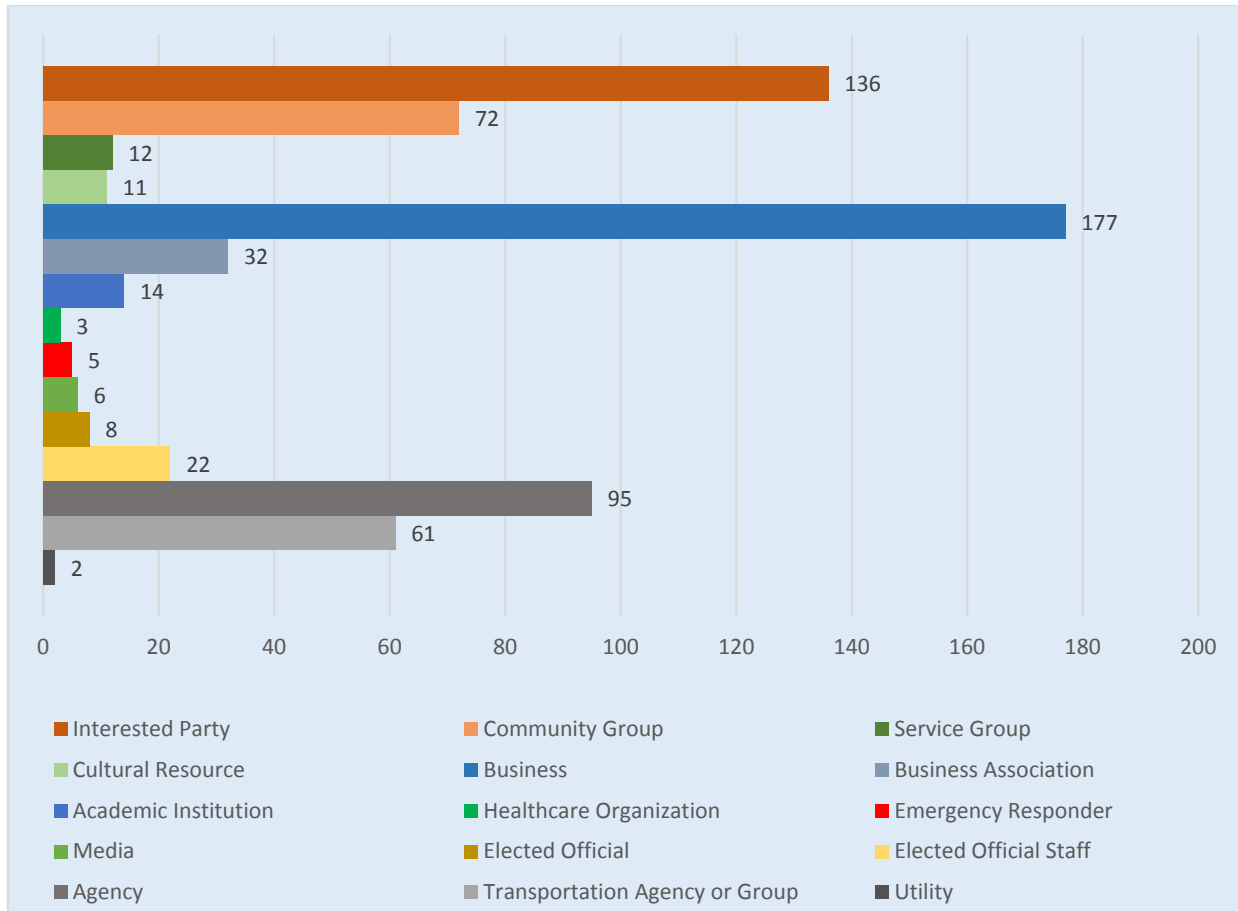
Executed outreach initiatives and highlights are designated in each of the sections below, sorted by Project phase “timing.” Timing stages include: Scoping, Revised Scoping, Release of DEIR/Hearing and Release of FEIR/Board.

2. Project Database

The project database has served as the primary resource for public notification. Database contacts have received noticed invitations to community meetings by means of direct mail, e-blasts, and through extended outreach to key stakeholders. Additional notification list for use in the release of preliminary

notifications, were also generated to include project database contacts. At the project’s start, an initial list of database contacts was developed and included 577 stakeholders. This list of stakeholders grew to 683 by the end of project. The project database includes a total of 478 contacts with mailing addresses, and 84% of all contact records include email. Database contact categories and count are as follows in the graph below.

Figure 1: Project Database by Category



3. Project Communication Resources

Outreach proposed in the PPP included a number of communications tools to aid in building public awareness to encourage public participation.

a. Branding

In conjunction with Metro Marketing, the Project Team established a clean and representative branding, which was used for all print and electronic tools and notifications. Branded project templates were created to facilitate the development of fact sheets and other handouts, meeting PowerPoint presentations, and display boards.

b. Messaging

A vision for project outreach and core messaging was developed early in the process by the Project Team. This messaging was used in print collateral, such as fact sheets and meeting notices, and share electronically, via webpage and e-blasts. Messaging was modified and materials updated to meet with the demands of project timing and to reflect mitigations or response to public comment.

c. Fact Sheets

An 8 ½” W x 11” L branded Fact Sheet was developed by the Project Team as the foundational collateral outreach tool. This two-sided project summary outlined the project partners and goals, highlighted project work, and presented a schedule of proposed activity. The Fact Sheet also provided links to key resources and project contacts. The handout was updated once during the project as result of the revised scoping process.



Image 3: Project Fact Sheet & Frequently Asked Questions

d. Frequently Asked Questions (FAQ)

A two-sided, 8 ½” W x 11” L branded FAQ was also prepared to assist in communicating proposed project work, schedule and contacts. This hand-out includes a series of project questions and responses in an easy to digest format. A second copy of the FAQ was also prepared for the revised scoping.

e. Project Website

The project website (<https://www.metro.net/projects/division-20/>) has served as both, anchor and archive, for the project’s outreach initiatives, providing the public access to:

- Core, project information;
- An online comment form for the DEIR and project contact information for other methods of comment;
- Posts for upcoming meeting notifications;
- Meeting summary reports and other meeting materials for continued reference;
- A link to the recorded project hearing webcast; and
- Links to additional projects operating within the greater Proposed Project area.

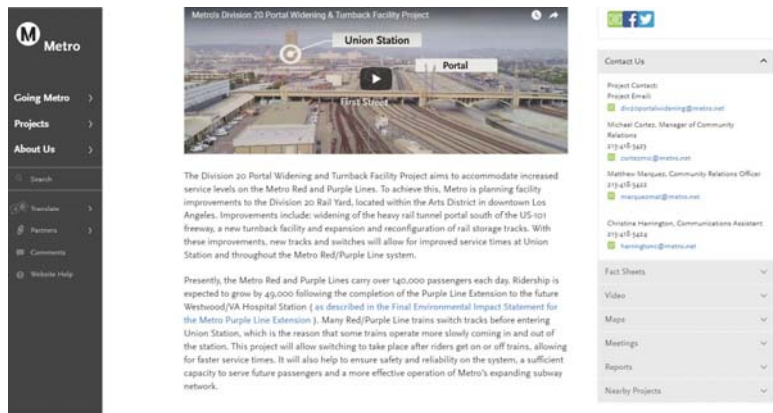


Image 4: Project Website Landing Page

The website remains a primary method for interested parties to sign-up for future information and meeting updates.

f. Webcast

A live webcast was implemented to enhance the reach of the project’s DEIR hearing and increase comment participation. The hearing presentation and oral comments were recorded and broadcasted live to expand meeting participation on the night of the event and to capture the experience for project record. The webcast video has since been posted on the Metro project website (www.metro.net/projects/division-20). An English, Spanish and Japanese version of the hearing PowerPoint presentation was also prepared and uploaded to the project webpage, providing an additional reference for those interested in reviewing Metro’s progress at that stage of the project.



Image 5: Metro Board Room

g. Project Video

An educational project video was created and shared with the public via Metro’s English-language blog The Source and Spanish-language blog El Pasajero, by way of e-blasts to the project’s database contacts, through the project website, and at the projects’ DEIR hearing. The video assisted with visualizing the project’s proposed improvements and to-date has received almost 5,000 views.

4. Meeting Notification Efforts

A variety of notification methods were employed to reach-out to the public and encourage participation in upcoming public meetings, including print and electronic meeting notices. The sections below further details each notification method used.

a. Preliminary Notice

Either a Notice of Preparation (NOP) or Notice of Availability (NOA) had been prepared and distributed for each stage of the Proposed Project to announce the progress on the Environmental Impact Report (EIR). Each of the three (3) notices were drafted and finalized in agreement with California State and Metro standards. The initial distribution list was developed by the Project Team, including 69 key stakeholders. Each subsequent notification list was reviewed and updated to include the previous stakeholders as well as the most current list of those whom had shared public comment. All preliminary notices were delivered by both, postal mail and e-mail, when available.

A comparative summary of each can be found in Table 2.

Table 2: Distribution of Preliminary Notice of Action and Environmental Report

Timing	Notice	Review (R) and/or Comment Period (CP)	Method of Distribution	Date of Mail & Counter Distribution	Date of Newspaper Distribution	Key Stakeholder Notices	Hard Copy Locations
Scoping	NOP for Preparation of Draft EIR	30-day R/CP	Postal Mail & Print Newspaper Ads	10/18/17	10/18/17	69	N/A
Revised Scoping	NOP for Preparation of Draft EIR	30-day R/CP		01/03/18	01/03/18 – 01/08/18	104	N/A
Release of DEIR/ Hearing	NOA for Release of Draft EIR	45-day R/CP	Postal Mail, Print Newspaper Ads, & Public Counter Placement	03/16/18	03/16/18 – 03/22/18	107	3

Print copies of each NOA, along with the corresponding Draft or Final EIR, were also placed at three (3) public counters to provide community access to hard copy notices and reports for review and public comment. The following libraries supported this method of distribution:

- Los Angeles Public Library, Central Library
- Los Angeles Public Library, Little Tokyo Branch
- Kappe Library at SCI-Arc

b. Newspaper Advertisements

As noted in Table 2 above, print newspaper advertisements were also used to publicly share all NOP and NOA notifications to announce the different stages of the Proposed Project. Five (5) local papers with diverse audiences and language preference were identified and used in this notification effort. Collectively, each notice newspaper circulation reached approximately 409,000 community addresses.

Newspapers used to engage the public follow in Table 3, below.

Table 3: Distribution of Newspaper Advertisements

Timing	Method of Distribution	Language	Approximate Readers/Subscribers
All	Downtown News	English	150,000
	Eastside Journal	English	24,000
	La Opinion	Spanish	115,000
	Los Angeles Daily News	English	80,000
	Rafu Shimpo	Japanese	40,000



Image 6: Notification Area Boundary Map

c. Primary Notice

Print public meeting notices were developed in English, Spanish, and Japanese, by the Project Team and served as the primary means of project meeting notification. Three (3) meeting invitations were produced and distributed to mailing addresses, consisting of database stakeholders, property owners, and occupants located within 1,000 feet of the Proposed Project area to build project awareness, to encourage public involvement, and to solicit comment.

Table 4 includes a summation of each notice.

Table 4: Primary Meeting Notices

Timing	Type	Date of Distribution	Method of Distribution	Notices	Messaging
Scoping	Trifold 8 ½" W x 11" L	10/18/17	Postal Mail & Door to Door Outreach	1,903*	<ul style="list-style-type: none"> • Invitation to scoping meetings • Description of project • Purpose of scoping meetings • Overall project benefits • Meeting details, including: date, time, location and parking information • Request and methods to provide public comment
Release of DEIR/ Hearing	Postcard 11" W x 6" L	03/16/18	Postal Mail & Door to Door Outreach	2,366**	<ul style="list-style-type: none"> • Invitation to attend the public hearing • Meeting details, including: date, time, location and parking information • Request and methods to provide public comment

* Postal notification included 1,608 for scoping.

** Postal notification included 1,812 for hearing and 90 for Metro Committee distributions.

d. Door to Door Outreach

As noted in Table 4 above, the primary public meeting notices were also shared via door to door outreach through the support of key stakeholders in and around the project area. Metro focused this effort on building project awareness within the Little Tokyo/Arts District area to help spread the word about upcoming meetings to community stakeholders. Bundles of notices were placed with approval at key stakeholder locations, providing additional opportunities for public engagement. AA provided support, as needed, to Metro staff in distributing the notices throughout the community. Collectively, 759 notices were shared with the public via this method of outreach.

The level and reach of extended outreach can be found below in Table 5.

Table 5: Door to Door Distribution of Public Meeting Notices to Key Stakeholders

Timing	Name	Date of Distribution	Key Stakeholders	Public Counter Notices
Scoping	Arts District	10/19/2017	16	95
	Little Tokyo	10/19/2017	4	200
Release of DEIR/ Hearing	Arts District	03/27/18	22	209
	Little Tokyo	03/27/18	6	180
	Center Street & Vicinity	03/27/18	8	75

e. Electronic Mail Notifications

Metro prepared and scheduled 23 electronic mail notices during the project. These e-blasts were sent to e-mails collected in the project database and via MyEmma and Salesforce platforms.

A complete detail of electronic notices can be found below (Table 6).

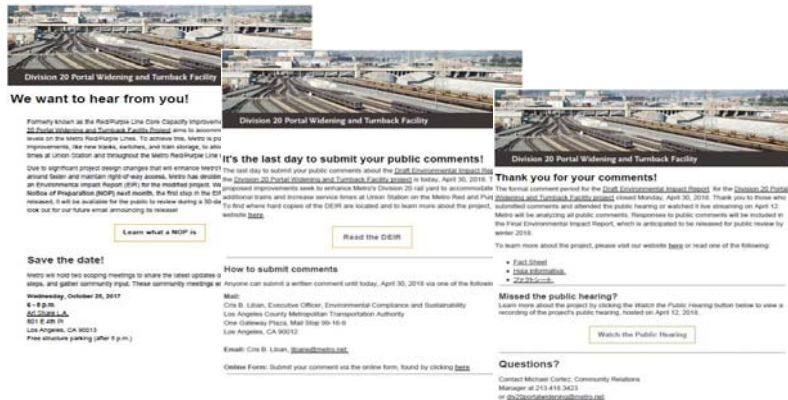


Image 7: Project E-blasts

Table 6: Distribution of E-blast Notifications

Timing	Date of Distribution	E-blasts	Sent Notices	Delivered Notices	Opened Notices
Scoping	10-03/17 – 11/17/17	8	2,844	2,814	1,156
Revised Scoping	01/03/18 – 02/06/18	5	5,180	5,163	1,384
Release of DEIR/ Hearing	03/16/18 – 05/03/18	10	4,822	4,725	1,382

f. Social Media Posts

Social media was used to support the public hearing notification process. A total of 17 social media posts were scheduled and posted from March 19th through April 11th to give audiences the most advanced and timely noticing regarding the public hearing and public comment period. Posts were published and shared by several Facebook and Twitter users and sparked dialogue among followers.

Table 7 (below) details each use of social media and metric results.

Table 7: Distribution of Social Media Posts

Timing	Method of Distribution	Post Date	Posts	Metrics
Scoping	Facebook	10/18/17	1	92 Likes, 2 Comments
	Twitter	10/20/17 – 11/06/17	4	15 Likes, 15 Retweets, 1 Comment
Revised Scoping	Facebook	01/04/18	1	48 Likes, 4 Shares, 3 Comments
	Twitter	01/04/18 – 01/29/18	4	22 Likes, 11 Shares, 2 Comments
Release of DEIR/ Hearing	Facebook	03/19/18 – 4/11/18	3	125 Likes, 14 Shares
	Twitter	03/19/18 – 4/03/18	4	30 Likes, 13 Retweets, 1 Comment

g. Blog Publications

Blog publications provided additional notification support and aided in building project awareness. Metro’s online blog publications, The Source (English) and El Pasajero (Spanish), ran nine (9) project-focused or -related articles during the course of the project. Two additional, unsolicited earned media blogs articles, posted by notable transportation blogs, were also identified.

A summary of project blogs, which had reported on the project, are shown in Table 8, below.

Table 8: Distribution of Blog Publication Posts

Timing	Method of Distribution (Language)	Post Date	Posts
Scoping	The Source (English)	10/18/17	1
	El Pasajero (Spanish)	10/18/17	1
	Other (English)	10/16/18 – 11/16/18	5
Revised Scoping	The Source (English)	01/03/18 – 01/31/18	2
	El Pasajero (Spanish)	01/04/18 – 01/31/18	2
	Other (English)	01/04/18 – 01/17/18	2
Release of DEIR/ Hearing	The Source (English)	03/16/18 – 04/11/18	2
	El Pasajero (Spanish)	04/11/18	1
	Other (English)	03/20/18 – 03/21/18	2

5. Community Engagements

The focus of project outreach has been to involve and collect feedback from agencies, key stakeholders and the general public, to adhere to and go beyond CEQA standards. Meetings and briefings were organized and held for this purpose. Meetings marked key milestones during the project schedule, while briefings reached-out to elected officials and stakeholders to assist in guiding the project forward and to address items of interest and concern. A total of three (3) public meetings and six (6) briefings with elected officials and 16 with key stakeholders were conducted with the following goals in mind (Table 9). The Metro Board meeting was not considered as an outreach meeting, rather only the corresponding notification effort was recorded as outreach initiative.

Table 9: Meetings & Briefings

Type	Date	Purpose	Meetings/ Briefings
Briefings			
Elected Official Briefings	Sept 26, 2017 – Feb 13, 2018	<ul style="list-style-type: none"> Educate and build awareness with an overview of project, process and technical studies Gather feedback and collaborate on the mitigating potential issues of concern Build consensus and garner support for an ideal outreach strategy Provide project updates before each community meeting Review next steps and anticipated project schedule 	6

Key Stakeholder Briefings	Oct 12, 2017 – Apr 11, 2018	<ul style="list-style-type: none"> Educate and build awareness with an overview of project, process and technical studies Gather feedback and collaborate on the mitigating potential issues of concern Build consensus and garner support for an ideal outreach strategy Review next steps and anticipated project schedule 	16
Meetings			
Scoping Meeting	10/25/17 – 11/08/17	<ul style="list-style-type: none"> Present a description of Proposed Project, corresponding purpose and need, list of criteria, environmental limitations, and potential alternative concepts Share an overview of the process and technical studies that will be conducted Review next steps and anticipated project schedule Communicate tips on how to “Stay Connected” Generate public input on issues that will be addressed in the upcoming technical studies 	2
Public Hearing	04/12/17	<ul style="list-style-type: none"> Update Public on project status Report on technical efforts and findings Set stage for next phase of development Included a live webcast, which was recorded and later distributed via e-mail and project website 	1

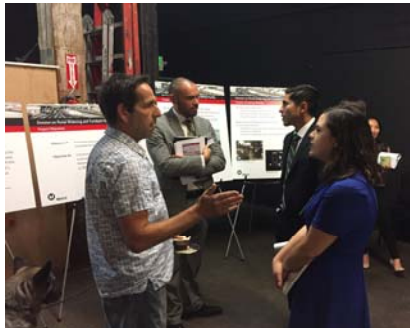


Image 8: Art Share L.A.



Image 9 & 10: Japanese American Cultural & Community Center



In support of this summary, all project meetings and briefings were documented and details recorded using Smartsheet.

a. Elected Official Staff Briefings

Prior to the initial public meetings and throughout the process, Metro maintained contact with staff of local elected official offices with interest in the Proposed Project area. A total of seven (7) elected official briefings were conducted throughout the course of the project. These briefings provided staff an opportunity to learn about the project and provide feedback and guidance on collaboration with their respective communities.

Below in Table 10, a list of Metro’s engagement with elected offices are summated.



Image 11: Metro Headquarters, 3rd Floor Lobby

Table 10: Briefings to Elected Official

Timing	Type	Briefing Date	Briefings
Scoping	Los Angeles County Supervisor Solis’s Office, District 1 City of Los Angeles Councilmember Huizar’s Office, District 14 City of Los Angeles Mayor Garcetti’s Office	09/26/17 – 12/01/17	5
Revised Scoping	City of Los Angeles Councilmember Huizar’s Office, District 14	01/12/18	1
Release of DEIR/ Hearing	City of Los Angeles Councilmember Huizar’s Office, District 14	02/13/18	1

b. Stakeholder Briefings and Technical Advisory Meetings

Additional briefings were also provided to a number of key stakeholder groups to provide open communication on poignant project issues and to encourage continued engagement during the public comment period.

The following matrix (Table 11) represents these efforts.

Table 11: Briefings to Key Stakeholders

Timing	Type	Briefing Date	Briefings
Scoping	Business Organizations, Community Organizations, Cultural and Historic Resource Groups & Metro Councils and Committees	10/12/17 – 12/14/17	7
Revised Scoping	Business Organizations, Community Organizations & Cultural and Historic Resource Groups	01/12/18 – 01/31/18	4
Release of DEIR/ Hearing	Business Organizations, Cultural and Historic Resource Groups & Metro Councils and Committees	02/26/18 – 04/11/18	5

Stakeholders Briefed included:

Business Organizations

- Arts District Los Angeles (ADLA) BID
- Central City Association (CCA) Transportation, Infrastructure, and Environment Committee

Community Organizations

- Historic Cultural Neighborhood Council (HCNC) Urban Design and Land Use Committee (LUC)
- Little Tokyo Community Council
- Los Angeles Downtown Arts District Space

Cultural and Historic Resource Groups

- Gabrieleño Band of Indians – Kizh Nation: Tribal Consultation
- LA Conservancy

Metro Councils and Committees

- Westside/Central Service Council
- Metro Technical Advisory Committee (TAC)
- Metro’s Union Station Area Roundtable
- Regional Connector Community Leadership Council (RCCLC)

c. Public Meetings

Public scoping meetings and a public hearing were used to inform the public and receive input. The Proposed Project included three (3) outreach meetings. Meeting highlights are noted (in Table 12) below.

Table 12: Meeting Attendance, Participation & Comments Collected

Timing	Date of Meeting	Meetings	Participant Sign-ins	Webcast Observers	Meeting Oral Speakers	Meeting Comment Cards	Written Public Comments	Written Agency & Elected Office Comments
Scoping	10/25/17 and 11/08/17	2	47	N/A	N/A	4	28	5
Revised Scoping	N/A	N/A	N/A	N/A	N/A	0	9	2
Release of DEIR/ Hearing	04/12/18	1	11	15	4	0	44	5

* Duplicate written comments, such as that received by postal letter, e-mail or online form, have been reflected as one.

During the course of the project, Metro received 99 formal comments from the public and participating agencies in written form and from oral speakers. Submitted comments were tracked and documented using Smartsheet in the project’s Comment Log & Issues Matrix. Comments collected pointed to a number of topics, among them cultural resources, transportation/traffic and land use & planning to name a few.

Agencies providing comment included:

- California High-Speed Rail Authority (CHSRA)
- State of California Department of Transportation, District 7 (Caltrans)
- State of California Native American Heritage Commission (NAHC)
- South Coast Air Quality Management District (SCAQMD)
- Southern California Regional Rail Authority (SCRRA)