

CHAPTER 9. CLARIFICATIONS AND REVISIONS TO THE DRAFT EIR

9.1 Introduction

Chapter 9 consists of clarifications and revisions to the Draft EIR that have resulted from responses to comments received from agencies and the public. All clarifications and revisions to the Draft EIR were made to increase the understanding of the EIR. These changes are minor and do not change the findings or conclusions of the EIR. The Draft EIR was released for a public review period between August 11, 2017, and September 25, 2017. The review period met the CEQA-required 45-day minimum review period. The Los Angeles County Metropolitan Transportation Authority (Metro) received letters of comment on the Draft EIR from agencies and letters of comments and oral comments during the public meeting from private organizations and interested parties.

The clarifications and revisions presented in this section provide information that is not required as a result of the following: new significant environmental impacts; substantial increases in the severity of the environmental impacts that have been proposed; the presentation of new, considerably different, and feasible alternatives or mitigation measures that would lessen the environmental impacts and were not adopted by the applicant; or the inadequacy of the Draft EIR. The updates presented in this section are consistent with the findings as presented in the EIR and/or are minor. In accordance with Section 15088.5 of the State CEQA Guidelines, recirculation of the EIR document is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

The revisions are organized by section and page number as they appear in the Draft EIR. Text deleted from the Draft EIR is shown in ~~striketrough~~, and new text is underlined.

9.2 Clarifications and Revisions

Executive Summary

Page ES-2: Changes have been made to the list of project objectives. These changes apply also to the list of project objectives in Chapter 2, *Project Description*, Section 3.17, *Transportation and Traffic*, and Chapter 4, *Alternatives Analysis*:

Metro has identified seven guiding objectives to achieve the project goal:

- Protect and enhance LAUS as a national historic resource by advancing clear sight lines and view sheds to the station.¹

¹ National Park Service. 1980. *National Register of Historic Places Inventory Nomination Form*. Available at: <https://npgallery.nps.gov/GetAsset?assetID=c72efa93-90ca-40ba-9ca6-ae3d3515cf37>

- Prioritize connectivity, convenience, and safety for the most vulnerable users (pedestrians, bicyclists, transit patrons and community stakeholders) to safely navigate to and from the project site.^{2,3}
- Advance desirable and accessible public space at the LAUS forecourt that creates a visually porous and permeable connection between Union Station and the surrounding historic and cultural communities.⁴
- Facilitate alternatives to driving by providing infrastructure that enables more walking and bicycling consistent with the objectives of Metro's *Climate Action and Adaptation Plan*.⁵
- Enhance the safety and quality of pedestrian and bicycle connections between the station and El Pueblo Historic Monument, Father Serra Park, Olvera Street, and nearby business and neighborhoods consistent with identified strategies in the *Southern California Association of Governments 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy*.⁶
- Advance sustainability by providing for reduced consumptive water use in a cost-effective manner consistent with the provisions of Metro's *Water Action Plan*⁷ and improving multi-modal facilities that encourage active transportation and reduction in vehicle miles traveled.⁸
- Advance comprehensive planning for LAUS that leverages it as the major regional transportation hub, a destination, and one of the city's foremost landmarks.⁹

² City of Los Angeles Department of City Planning. 2016. *Mobility Plan 2035*. Available at: <http://planning.lacity.org/documents/policy/mobilityplmemo.pdf>. Accessed August 2, 2017.

³ Los Angeles County Metropolitan Transportation Authority. 2015. *Connect US Action Plan*. Available at: https://media.metro.net/projects_studies/union_station/images/LAUSMP_Action_Plan_Final_100515.pdf. Accessed August 2, 2017.

⁴ County of Los Angeles Department of Public Health. November 2014. *The Plan for a Healthy Los Angeles*. Available at: http://publichealth.lacounty.gov/place/docs/FINAL_CTG%20HIGHLIGHTS%20Plan%20for%20Healthy%20LA_Nov%202014.pdf. Accessed August 2, 2017.

⁵ Los Angeles County Metropolitan Transportation Authority. June 2012. *Climate Action and Adaptation Plan*. Available at: http://media.metro.net/projects_studies/sustainability/images/Climate_Action_Plan.pdf. Prepared by ICF International.

⁶ Southern California Association of Governments. April 2016. *Southern California Association of Governments 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy*. Available at: <http://scagrtpscscs.net/Documents/2016/final/f2016RTPSCS.pdf>

⁷ Los Angeles County Metropolitan Transportation Authority. June 2010. *Water Action Plan*. Available at: http://media.metro.net/projects_studies/sustainability/images/Water_Plan2010_0825.pdf. Prepared by ICF International and Brezak & Associates Planning.

⁸ Southern California Association of Governments. April 2016. *Southern California Association of Governments 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy*. Available at: <http://scagrtpscscs.net/Documents/2016/final/f2016RTPSCS.pdf>

⁹ City of Los Angeles Department of City Planning. 2016. *Mobility Plan 2035*. Available at: <http://planning.lacity.org/documents/policy/mobilityplmemo.pdf>. Policy 3.6, p. 88. Accessed August 2, 2017.

Page ES-8: Table ES.7-1, *Summary of Impacts and Mitigation Measures*, has been revised under Biological Resources, Mitigation Measure MM-BIO-1. This revision also applies to Section 3.5, *Biological Resources*.

Page ES-8: Table ES.7-1, *Summary of Impacts and Mitigation Measures*, has been revised under Cultural Resources Mitigation Measure MM-CULTURAL-1. This revision also applies to Section 3.6, *Cultural Resources*.

Page ES-9: Table ES.7-1, *Summary of Impacts and Mitigation Measures*, has been revised under Cultural Resources Mitigation Measure MM-CULTURAL-3. This revision also applies to Section 3.6, *Cultural Resources*.

<p>Biological Resources</p> <p>The proposed project would not result in impacts to biological resources in relation to movement of any migratory fish or wildlife species or with an established wildlife corridor. The proposed project would have the potential to result in impacts to biological resources in relation to impeding the use of native wildlife nursery sites.</p>	<p><u>MM-BIO-1: Nesting Bird Avoidance.</u> Within one week (7 days) prior to the start of construction, ground disturbance, or vegetation trimming/removal activities and within nesting bird season, which occurs between February 1 and August 31, a qualified biologist shall conduct pre-construction nesting bird surveys to identify the presence of nesting birds protected by the Migratory Bird Treaty Act (MBTA), the Bald and Golden Eagle Protection Act, and the California and federal Endangered Species Acts. If nesting birds are encountered during the preconstruction nesting surveys, a 150-foot radius (from the center point of the tree location, i.e., a 300-foot diameter) disturbance-free buffer, pursuant to the MBTA, shall be established around each nest, and no activities shall be allowed within the buffer(s) until the young have fledged from the nest or the nest fails. If for any reason an active bird nest must be removed during the nesting season, the applicant shall be required to obtain all necessary permits from the United States Fish and Wildlife Service and the California Department of Fish and Wildlife authorizing the nest relocation. Whenever feasible, removal of existing trees and ground disturbance, and/or vegetation removal/trimming activities within a 150-foot radius of trees with active nests shall take place outside of the nesting bird season.</p> <p>MM-BIO-1: Whenever feasible, construction shall take place outside of the nesting bird season, which occurs between February 1 and August 31. If construction, ground disturbance, and/or vegetation trimming/removal activities are scheduled to occur during the breeding season, a qualified biologist shall conduct pre-construction breeding bird surveys within thirty (30) days prior to the start of construction, ground disturbance, or vegetation trimming/removal activities to identify the presence of breeding birds protected by the Migratory Bird Treaty Act, the Bald and Golden Eagle Protection Act, and the California and federal Endangered Species Acts. If nesting birds are encountered during preconstruction nesting surveys, a 300-foot disturbance free buffer, pursuant to the MBTA, shall be established around each nest, and no activities shall be allowed within the buffer(s) until the young have fledged from the nest or the nest fails. If for any reason a bird nest must be removed during the nesting season, the applicant shall obtain written documentation from the United States Fish and Wildlife Service and the California Department of Fish and Wildlife authorizing the nest relocation.</p>	<p>Less than Significant Impact</p>
<p>Cultural Resources</p> <p>As designed, the elements of the proposed project comply with the Secretary of the Interior's Standards, and would not result in a substantial adverse change to this component of the historical resource pursuant to Section 15064.5(b) of the State CEQA Guidelines. The proposed project would have the potential to result in a significant impact to historical resources as defined in Section 15064.5(b) of the State CEQA Guidelines.</p>	<p>MM-CULTURAL-1: <i>Archaeological and Historical Resources – Avoidance and Monitoring.</i> Completion of a Worker Education and Awareness Program (WEAP) for all personnel who will be engaged in ground-disturbing activities shall be required prior to the start of ground-disturbing activities. This shall include training that provides an overview of cultural resources that might potentially be found and the appropriate procedures to follow if cultural resources are identified. This requirement extends to any new staff prior to engaging in ground disturbing activities.</p> <p>An environmental sensitive area shall be established through the use of construction fencing to minimize the potential for built environment resources to be damaged during construction activities.</p> <p>Metro shall require monitoring by a safety qualified archaeologist and Native American monitor of all ground-disturbing activities according to the protocols and guidelines of the project specific archaeological and paleontological monitoring program to ensure project safety. Metro shall require monitoring by a qualified archaeologist of all ground disturbing activities within 100 feet of known extant unique archaeological resources, significant historical resources, or tribal cultural resources. In addition, consultation shall be undertaken with the Native American tribal representatives designated by the NAHC to determine whether a Native American monitor shall also be present during all or a portion of the ground-disturbing activities.</p> <p>In the event that previously unknown unique archaeological resources, significant historical resources, or tribal cultural resources are encountered during construction, the resources shall either be left in situ and avoided; or the resources shall be salvaged, recorded, and repositied consistent with the provisions of a Phase III data recovery program consistent with the provisions of a Cultural Resources Management Plan. Data recovery is not required by law or regulation. It is, however, the most commonly agreed-upon measure to mitigate adverse effects to archaeological sites eligible or listed under Section 106 Criterion D, as it preserves important information that would otherwise be lost.</p>	<p>Less than Significant Impact</p>
<p>The proposed project would have the potential to result in significant impacts to paleontological resources as defined in Section 15064.5(b) of the CEQA Guidelines.</p>	<p>MM-CULTURAL-3: <i>Paleontological Resources – Paleontological Monitoring.</i> Impacts to cultural resources related directly or indirectly to the destruction of a unique paleontological resource from the proposed project shall be reduced to below the level of significance by monitoring, salvage, and curation of unanticipated paleontological resources discovered during ground-disturbing activities in previously undisturbed native soils located 6 or more feet below the ground surface that would have the potential to contact geologic units with a high to moderate potential to yield unique paleontological resources. Ground-disturbing activities include, but are not limited to, drilling, excavation, trenching, and grading. If paleontological resources are encountered during ground-disturbing activities, work stops, an assessment of the site is conducted. No work shall proceed within immediate vicinity until the salvage and recovery of those resources consistent with standards for such recovery established by the Society of Vertebrate Paleontology is completed. (cite conditions). At the time that work is continued to be authorized, Metro shall require and be responsible for salvage and recovery of those resources consistent with standards for such recovery established by the Society of Vertebrate Paleontology.</p> <p>Paleontological Resource Sensitivity Training shall be required for all project personnel prior to the start of ground-disturbing activities in geologic units with a moderate to high potential to yield unique paleontological resources. This shall include a brief field training that provides an overview of fossils that might potentially be found, and</p>	<p>Less than Significant Impact</p>

	<p>the appropriate procedures to follow if fossils are identified. This requirement shall extend to any new staff joining the project.</p> <p>Construction monitoring by a qualified paleontological monitor shall be implemented during all ground-disturbing activities that affect previously undisturbed geologic units 6 feet or more below the ground surface and have the potential to encounter geologic units with a moderate to high potential to yield unique paleontological resources. In the event that a paleontological resource is encountered during construction, all ground-disturbing activity within 100 feet of the find shall be halted until a qualified paleontologist can evaluate the significance of the discovery. Additional monitoring recommendations may be required. If the resource is found to be significant, the paleontologist shall determine the most appropriate treatment and method for removing and stabilizing the specimen. Curation of the any significant paleontological finds shall be required with a qualified repository, such as the Natural History Museum of Los Angeles County.</p> <p>Within 90 days of the completion of any salvage operation or monitoring activities, a mitigation report shall be submitted to Metro with an appended, itemized inventory of specimens. The report and inventory, when submitted to Metro, shall signify the completion of the program to mitigate impacts to paleontological resources.</p>	
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Chapter 2. Project Description

Page 2-3 has been revised:

According to a 2015 Metro Transforming LAUS Summary Report, there are approximately 1160,000 passenger trips travelling through LAUS each weekday. Metro anticipates continued increases in regional population and employment will nearly double the demand on existing and planned modes of transportation, resulting in ~~over~~ approximately 200,000 passenger trips through LAUS each weekday by 2040.

Page 2-6 has been revised:

The proposed project would focus on perimeter improvements to improve pedestrian accessibility and connectivity (Figure 2.4-1, *Existing Site Plan*). It would consist of four general project components: the Alameda Street Improvements, the Forecourt Improvements, the partial closure of Los Angeles Street, and the Arcadia Street El Pueblo tour bus parking (Figure 2.4-2, *Project Plan*, Figure 2.4-3, *Alameda Street Improvements*).

Page 2-6: Figure 2.4-1, *Existing Site Plan*, following this page, has been revised to show the dimensions of the existing buffered bicycle lane.

Page 2-6: Figure 2.4-2, *Project Plan*, following this page, has been revised to include a callout to the buffered bike lane.

Page 2-6: A new figure, Figure 2.4-3, *Alameda Street Improvements*, following this page, has been added to provide clarity on the project elements along Alameda Street.



Figure 2.4-1. Existing Site Plan

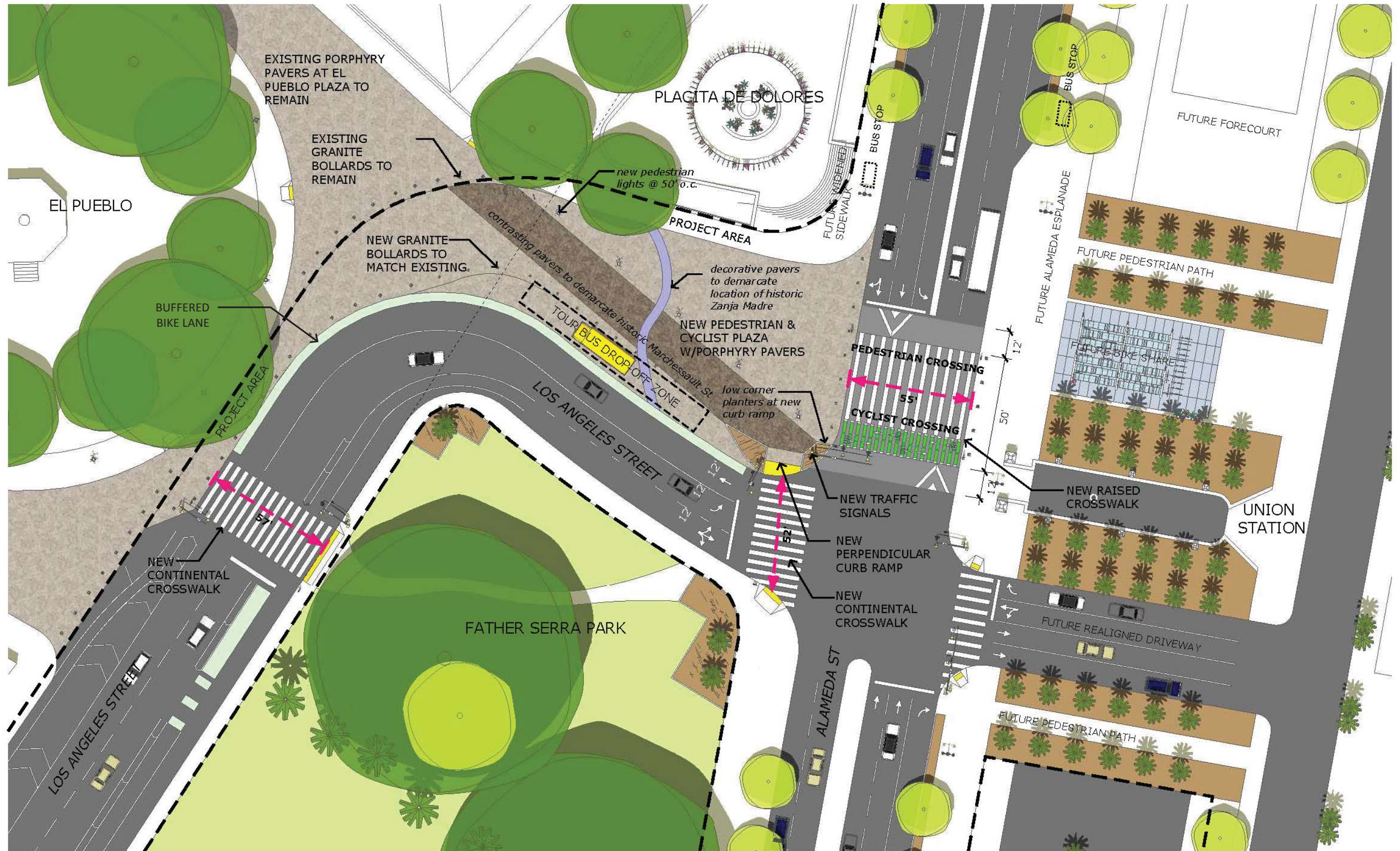


Figure 2.4-2. Project Plan

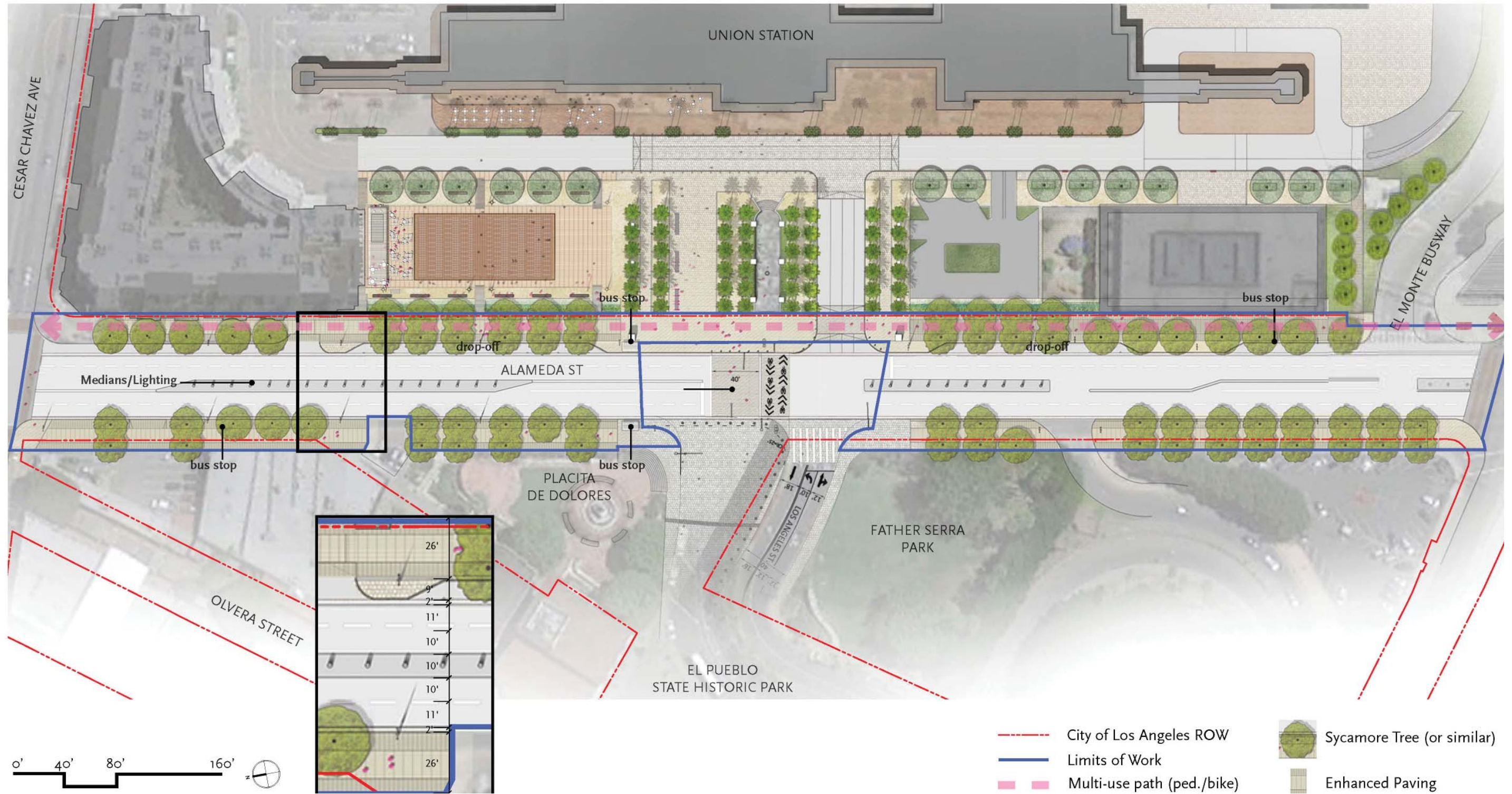


Figure 2.4-3. Alameda Street Improvements

Page 2-7 has been revised:

- New curbside vehicular drop-off zones are planned along the east side of Alameda Street, north of the LAUS driveway, at select locations (this would repurpose one vehicle travel lane northbound on Alameda Street). A right turn lane to Cesar E. Chavez Avenue from Alameda Street is planned.

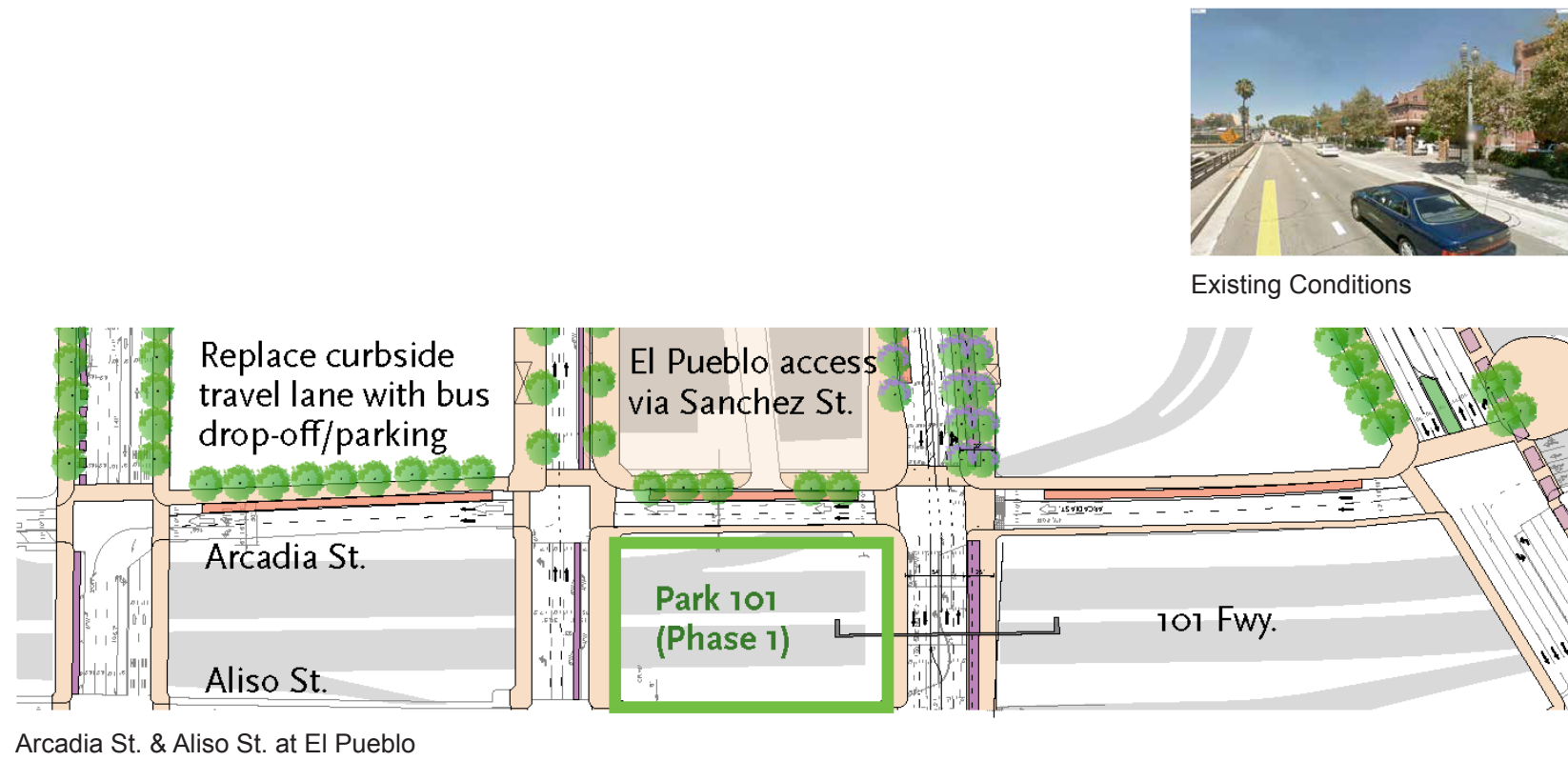
Page 2-7 has been revised:

The northern leg of Los Angeles Street would be closed to vehicular traffic, and two-way traffic would be consolidated on the southern leg. Contingent on Caltrans approval, the existing unidirectional Los Angeles Street buffered bicycle lanes on either side of Los Angeles Street would be consolidated to provide two-way bicycle travel in an off-street bicycle path within the expanded El Pueblo plaza near the west side of Los Angeles Street. This facility would run north from the pedestrian crossing adjacent to El Pueblo, to the designated bicycle crossing across Alameda Street. The bicycle path would be designed to accommodate a landing area for passengers disembarking from tour buses in the designated tour bus parking zone in between the roadway and the bicycle path. A designated bicycle crossing from the east side to the west side of Los Angeles Street would be striped next to the pedestrian crosswalk across Los Angeles Street adjacent to El Pueblo, which would provide a connection for cyclists traveling northbound in the Los Angeles Street cycle track to be able to enter this two-way bicycle path and ultimately connect with Union Station. The existing southbound buffered bicycle lane on Los Angeles Street would be shifted to the south with the movement of the curb, but would be replaced to provide a bicycle facility of equal quality.

Page 2-8 has been revised:

The existing ~~easternmost~~ northernmost travel lane on Arcadia Street westbound between Alameda Street and Spring Street would be used as a tourist bus parking zone designated for El Pueblo (Figure 2.4-4, Arcadia Street).

Page 2-8: A new figure, Figure 2.4-4, *Arcadia Street*, following this page, has been added to provide clarity on the project elements along Arcadia Street.



Page 2-11: Two new construction assumptions have been added:

- Metro will maintain access to Metropolitan Water District driveways through construction and operation of the proposed project. The proposed project is not anticipated to interfere with the MWD Headquarters Seismic Retrofit project.
- In preparation of the construction worksite traffic control plan, Metro will coordinate with the Metropolitan Water District, to limit to the extent feasible, overlapping time periods of construction traffic activities that would affect the construction of either the Project or Metropolitan Water District's headquarters seismic improvement project.

Page 2-12 has been revised to correct the number of new trees being added as part of the project:

Site Preparation

- Two vendor trips for water trucks were assumed.
- Eighty-four ~~Eighty-seven~~ (84 ~~87~~) trees would be hauled to the site, requiring 84 ~~87~~ truck trips.
- Ten (10) hauling trips would be made for landscaping.

Page 2-14: An additional related project has been added:

Metropolitan Water District

15. MWD Headquarters Seismic Retrofit Project

Section 3.1. Aesthetics

Page 3.1-23 has been revised:

The proposed project would result in less than significant impacts in regard to substantially degrading the existing visual character or quality of the site and its surroundings. The proposed project would replace an existing parking lot with a forecourt, small transit-serving building, shade structure, and shade trees and include the installation of street trees, which would benefit the existing visual character or quality of the site and its surroundings. The proposed project would involve the removal of mature trees within the Los Angeles Union Station site, along Alameda Street, and the median within Los Angeles Street. Approximately 38 trees would be removed as a result of the proposed project. However, approximately 84 ~~87~~ trees would be installed as part of the proposed project, for a net increase of approximately 46 ~~49~~ trees in the project site. The proposed forecourt and esplanade improvements would enhance the visual character or quality of the project area.

Page 3.1-23 has been revised:

The installation of approximately 32 ~~25~~ new sycamore trees (or similar) along the eastern ROW of Alameda Street and replacement of approximately 15 existing alternating tree species with a total of approximately 37 new sycamore trees along the western ROW of Alameda Street would create a unified street tree pattern where street trees do not currently provide adequate shade for pedestrians.

Page 3.1-24 has been revised:

The proposed project would result in no impacts in regard to creation of a new source of substantial light or glare which would adversely affect day or nighttime views in the area. The proposed project includes the installation of ~~12~~ new pedestrian lights and a combination of adjustments to existing traffic control signal poles, and where needed, the addition of new traffic signal poles for the reconfiguration of ~~modifications along the~~ Alameda Street and Los Angeles Street intersection, which contains existing vehicle-scale street lights and traffic control signal pole lights. The forecourt would include new lighting that would be comparable to existing uplighting along the pedestrian paths, historic entry plaza, and lighting on the Los Angeles Union Station building, as well as a water feature that would have the potential to increase glare comparable to the existing asphalt parking lot when its surface is wet after a rain event. Installation of new lighting within the forecourt, including a small transit-serving building, and pedestrian-scale street lights would be consistent with City General Plan Policies 5.2.2 and 5.3.1(a). The enhanced paving would replace existing smooth asphalt and concrete hardscape surfaces with a textured surface that would reduce the existing glare levels in these portions of project site. Additionally, the next increase of 46 ~~49~~ trees would provide shade, which would result in an overall reduction of nighttime light levels and sources of glare. Installation of new open canopied street trees would be consistent with City General Plan Policies 5.3.1(a) and 5.8-2(c). The proposed project would not have an adverse effect on day or nighttime views in the area. Therefore, the proposed project would result in no impacts to aesthetics related to the creation of a new source of substantial light or glare which would adversely affect day or nighttime views in the area, and mitigation would not be required.

Page 3.1-26 has been revised:

Furthermore, the forecourt would include new lighting that would be comparable to existing uplighting, the water feature which would have the potential to increase glare comparable to the existing asphalt parking lot when its surface is wet after a rain event, the enhanced paving would replace existing smooth asphalt and concrete hardscape surfaces with a textured surface which would reduce the existing glare levels in these portions of project site, and the next increase of 46 ~~49~~ trees would provide shade which would result in an overall reduction of nighttime light levels and sources of glare.

Section 3.3. Air Quality

Page 3.3-19 has been revised:

The proposed project would also eliminate the 60-space parking lot, which would reduce the amount of cold start emissions from cars. The forecourt area would not create any direct emissions through operation of the outdoor lighting water feature, or the small transit-serving building. Indirect emissions would be minimal as the operational usage of the forecourt area would require limited electricity and water usage to power the water feature and outdoor landscaping and safety lights, as well as the lighting and water fixtures in the small transit-serving building. The proposed project's elements would result in 6.5 lb/day of VOCs, of which the small transit-serving building would not substantially contribute. This is well below the threshold of 55 lb/day per the SCAQMD significance thresholds (Appendix B, *Air Quality and Greenhouse Gas Emissions Technical Report*). The proposed project would also provide 84 new trees for a total of 164 trees on site. ~~a net 49 new trees in addition to the 80 existing trees that would remain on site for a total of 129 trees.~~ These trees would provide a benefit to air quality since they would sequester carbon dioxide from the air.

Section 3.4. Biological Resources

Page 3.4-13 has been revised:

The proposed project would have the potential to result in impacts to biological resources in relation to impeding the use of native wildlife nursery sites. Non-native trees within and around the proposed project site have the potential to serve as suitable nesting habitat for native bird species afforded protection pursuant to the MBTA. Development of the proposed project would include the removal of a total of approximately 38 non-native trees. However, a total of approximately 84 ~~87~~ trees would be installed as part of the proposed project, for a net increase of approximately 46 ~~49~~ trees in the project site. During development of the proposed project, impacts could occur to nesting birds. The consideration of mitigation measures is required.

Section 3.6. Cultural Resources

Page 3.6-18 has been revised:

El Pueblo de Los Angeles (19-167020; HCM No. 64) is a State Historic Park that was listed in the National Register in 1972~~81~~ and modified in 1981, and includes the following buildings: Plaza House (Garnier Block) located at 507 – 11 N. Main Street; Vickrey/Brunswig Building located at 501 N. Main Street; Brunswig Annex located at 502 New High Street and 111 Republic Street (demolished); Plaza Community Center (Biscailuz Building) located at 125 Paseo de la Plaza; Plaza Methodist Church located at 115 Paseo de la Plaza; and Plaza Community Center (Biscailuz

Building) located at 125 Paseo de la Plaza. El Pueblo de Los Angeles is located within the project site.

Page 3.6-19 has been revised:

Plaza Methodist Church. The three-story Plaza Methodist Church was built in the Churrigueresque style. The primary façade features three bays, a central apse flanked by two naves, and is heavily ornamented with garlands, bosses, finials, and panels with spires and an onion dome.

On June 21, 2016, the El Pueblo de Los Angeles historic district was further modified to include the La Plaza Church Cemetery, the Italian Hall, the Plaza Substation, the Simpson-Jones Buildings, and the Hellman-Quon building. The Brunswig Annex was demolished in 2008 and was removed from the list of contributors. Additionally, the historic district boundary was reduced from 42 acres to 9.5 acres.

Page 3.6-22 has been revised:

This multicomponent site consists of the 1857–1936 ~~ca. 1860–1930s~~ Chinatown and a preexisting Native American cemetery. Much of the site is under extant structures associated with Los Angeles Union Station. Monitoring of construction for the Metro Red Line Subway revealed substantial deposits of Chinese artifacts, architectural remains, and other cultural features. CA-LAN-1575H was originally recorded by John Foster of Greenwood and Associates in 1989 during archaeological monitoring efforts associated with the Metro Red Line Subway Project. Mechanical excavations by Applied EarthWorks, Inc. for the MWD Headquarters discovered historical features including hundreds of privies, wells, and structural foundations. Mechanical excavations and archaeological monitoring by Applied EarthWorks, Inc. for the construction of the Headstart Building in the southwest corner of the Los Angeles Union Station parking lot and the Mozaic at Union Station Apartments to the north of Los Angeles Union Station led to the documentation of 11 historic features. These features included refuse deposits, wood structural remains, and wood conduits associated primarily with Chinese artifacts.

The Los Angeles Union Station site was the location of Old Chinatown from ~~the 1870s~~ 1857 until ~~the early 1900s~~ 1936 when construction of the station began and the Chinese community was relocated to the current Chinatown. Continuous settlement by Chinese immigrants began in 1857, and by 1870, an identifiable “Chinatown” of approximately 200 people was situated on Calle de Los Negros between El Pueblo Plaza and Old Arcadia Street.

Page 3.6-28 has been revised:

CA-LAN-1575/H is eligible for the National Register, under Section 106, Criterion D, as an archaeological site that has yielded, or may be likely to yield, information important in prehistory or history. This property is eligible for the California Register for the same reasons. This multicomponent site consists of the ~~ca. 1860-1930s~~ 1857-1936 Chinatown and a preexisting Native American cemetery. Much of the site is under extant structures associated with Los Angeles Union Station. Monitoring of construction for the Metro Red Line Subway revealed substantial deposits of Chinese artifacts, architectural remains, and other cultural features. CA-LAN-1575H was originally recorded by John Foster of Greenwood and Associates in 1989 during archaeological monitoring efforts associated with the Metro Red Line Subway Project. Mechanical excavations by Applied EarthWorks, Inc. for the MWD Headquarters discovered historical features including hundreds of privies, wells, and structural foundations.

Section 3.7. Energy

Page 3.7-12 has been revised:

An anticipated 84 ~~87~~ truck trips will be made to the site to deliver the new trees. An additional 10 hauling trips will be added for landscaping. During the operation of the proposed project, it is anticipated that transit use will increase, as well as bicycle and pedestrian activity, and the use of passenger vehicles will decrease to the site over time.

Page 3.7-13 has been revised:

The proposed project will include a new interactive water feature and a net increase of 46 ~~49~~ trees to the project site. The current project description includes a well for each new tree that would allow for the planting of additional trees without increasing the consumptive use of water, consistent with Metro's Water Action Plan

Section 3.10. Hydrology and Water Quality

Page 3.10-14 has been revised:

The project area slopes gently toward the east-southeast towards the Los Angeles River (Figure 3.10.2- 3). Existing storm drains are located within the proposed project perimeter. LID BMPs will be implemented in accordance with the City's LID Ordinance, whereby new areas of permeable paving and landscaping would allow for percolation and reduction of runoff, and water runoff after development would not exceed the capacity of existing or planned drainage systems. Additionally, drainage of the forecourt would support stormwater capture and reuse, increasing climate comfort while supporting on-site landscape and urban ecology. For sustainability, the project may incorporate other water conserving devices such as bioswales

and subsurface water retention facilities may also be used in conjunction with the landscape elements of the Forecourt may have permeable paving in the forecourt (on Metro property) and bioswales will be installed under trees in the forecourt. aims to have the majority of the ground surfaces be decomposed granite and other porous paving materials including porphyry pavers and porous concrete to promote a porous ground plane and enhance pedestrian circulation; and as As a result of these BMPs in accordance with the LID Plan, no new storm drains are anticipated.

Page 3.10-15 has been revised:

The proposed project would result in less than significant impacts to hydrology and water quality in relation to water quality standards or waste discharge requirements. A significant impact would occur if the project violated any water quality or waste discharge requirements. Site drainage is controlled by sheet flow, surface infiltration and City-maintained storm drains located along nearby streets. Regional drainage is provided by the Los Angeles River, which is located approximately 0.5 miles east of the proposed project site. LID BMPs will be implemented in accordance with the City's LID Ordinance to capture and reuse stormwater to prevent polluted stormwater from leaving the project site.

The Alameda Street element has been designed to reduce the total area for impermeable surface. The Alameda Street element of the project has been designed to replace the 15 existing trees with 69 new trees, thus increasing the total permeable area between Cesar Chavez Street and Arcadia Street. Similarly, the design of the Forecourt element of the project includes replacing a majority of the existing concrete and paved surfaces with permeable materials such as granite and porous paving materials, including porphyry pavers and porous concrete or comparable materials, to promote a porous ground plane. Other water conserving devices such as bioswales and subsurface water retention facilities may also be used in conjunction with the landscape elements of the Forecourt. Therefore, the project would reduce rather than increase sheet flow and storm water runoff, by enhancing on-site infiltration of storm water (within Metro property), and there would be no need for new storm drains.

Page 3.10-17 has been revised:

The increase of impervious areas resulting from the proposed project could reduce percolation, which could result in a reduction in groundwater recharge. The Alameda Street element has been designed to reduce the total area for impermeable surface. The Alameda Street element of the project has been designed to replace the 15 existing trees with 69 new trees, thus increasing the total permeable area between Cesar Chavez Street and Arcadia Street. Similarly, the design of the Forecourt element of the project includes replacing a majority of the existing concrete and paved surfaces with permeable materials such as granite and porous paving materials, including porphyry pavers and porous concrete or comparable materials, to promote a porous

~~ground plane. Other water conserving devices such as bioswales and subsurface water retention facilities may also be used in conjunction with the landscape elements of the Forecourt. As the majority of the project area is characterized by impervious concrete or asphalt, the project has the potential to increase permeability through the use of permeable concrete or pavers as part of the forecourt improvement that would replace the existing paved parking area in front of LAUS. Additionally, in an effort to provide sustainable site systems, the drainage of the forecourt would adhere to the City's LID Ordinance and BMPs would be implemented to support stormwater capture and reuse, increasing climate comfort while supporting on-site landscape and urban ecology. For sustainability, the project aims to have the majority of the ground surfaces be decomposed granite and other porous paving materials including porphyry pavers and porous concrete to promote a porous ground plane and enhance pedestrian circulation. Compliance with City SUSMP requirements would percolate up to 0.75 inch of captured rainfall over a 24-hour period to provide additional recharge. The project also complies with the objectives of Metro's Water Action Plan. Thus, the project has the potential to facilitate stormwater capture, retention, and recharge. Therefore, the project would have no impacts to groundwater supplies or groundwater recharge, and mitigation measures would not be required.~~

Page 3.10-17 has been revised:

The proposed project would result in no impacts to alteration of existing drainage patterns in a manner that would result in substantial erosion or siltation on- or off-site. There are no streams or rivers located in the immediate vicinity of project site. Project construction would temporarily expose on-site soils to surface water runoff. However, compliance with the required provisions of the SWPPP would minimize the potential for erosion and siltation. During project operation, stormwater or any runoff irrigation waters would be directed into existing storm drains. The Alameda Street element has been designed to reduce the total area for impermeable surface. The Alameda Street element of the project has been designed to replace the 15 existing trees with 69 new trees, thus increasing the total permeable area between Cesar Chavez Street and Arcadia Street. Similarly, the design of the Forecourt element of the project includes replacing a majority of the existing concrete and paved surfaces with permeable materials such as granite and porous paving materials, including porphyry pavers and porous concrete or comparable materials, to promote a porous ground plane. Other water conserving devices such as bioswales and subsurface water retention facilities may also be used in conjunction with the landscape elements of the Forecourt. Therefore, the project would reduce rather than increase sheet flow and storm water runoff, by enhancing on-site infiltration of storm water (within Metro property), and there would be no need for new storm drains. ~~Impermeable surfaces resulting from the development of the project would increase the volume of stormwater runoff. New areas of landscaping and compliance with SUSMP and LID requirements would implement~~

~~stormwater BMPs such as porous pavement to allow some percolation and reduction of runoff, and the increase in surface runoff would not be substantial. Additionally, drainage of the forecourt would support stormwater capture and reuse, increasing climate comfort while supporting on-site landscape and urban ecology. For sustainability, the project aims to have the majority of the ground surfaces be decomposed granite and other porous paving materials including porphyry pavers and porous concrete to promote a porous ground plane and enhance pedestrian circulation. Therefore, the proposed project would result in no impacts to hydrology and water quality related to alteration of existing drainage patterns in a manner that would result in substantial erosion or siltation on- or off-site, and mitigation measures would not be required.~~

Page 3.10-18 has been revised:

The proposed project would result in no impacts to alteration of existing drainage patterns in a manner that would result in flooding on-site or off-site. The project site is relatively level throughout. A significant impact would occur if the project substantially altered the drainage pattern of an existing stream or river so that flooding would result. Based on a review of the 7.5-minute series topographical map, there are no streams or rivers located in the immediate vicinity of the project site. Under the proposed project, stormwater or any runoff irrigation waters would be directed into existing storm drains. The Alameda Street element has been designed to reduce the total area for impermeable surface. The Alameda Street element of the project has been designed to replace the 15 existing trees with 69 new trees, thus increasing the total permeable area between Cesar Chavez Street and Arcadia Street. Similarly, the design of the Forecourt element of the project includes replacing a majority of the existing concrete and paved surfaces with permeable materials such as granite and porous paving materials, including porphyry pavers and porous concrete or comparable materials, to promote a porous ground plane. The construction of a 300-square-foot small transit serving building would not substantially increase surface runoff. Other water conserving devices such as bioswales and subsurface water retention facilities may also be used in conjunction with the landscape elements of the Forecourt. New areas of landscaping and compliance with SUSMP requirements would allow for percolation and a reduction of runoff. Therefore, the project would reduce rather than increase sheet flow and storm water runoff by enhancing on-site infiltration of storm water (within Metro property), and there would be no need for new storm drains. Impermeable surfaces resulting from the development of the proposed project, including the development of a 300-square-foot small transit serving building, would increase the volume of stormwater runoff. New areas of landscaping and compliance with SUSMP requirements would allow for percolation and a reduction of runoff, and the increase in surface runoff would not be substantial. Additionally, drainage of the forecourt would support stormwater capture and reuse, increasing climate comfort while supporting on-site landscape and urban ecology. For

~~sustainability, the project aims to have the majority of the ground surfaces be decomposed granite and other porous paving materials including porphyry pavers and porous concrete to promote a porous ground plane and enhance pedestrian circulation. Therefore, there~~ There would be no impacts to hydrology and water quality related to alteration of existing drainage patterns in a manner that would result in flooding on-site or off-site, and mitigation measures would not be required.

Page 3.10-18 has been revised:

The proposed project would result in no impacts related to exceeding the capacity of existing or planned stormwater drainage systems or providing substantial additional sources of polluted runoff. A significant impact would occur if runoff water exceeded the capacity of existing or planned storm drain systems. ~~Impermeable surfaces resulting from the development of the project, including the development of a proposed 300-square-foot small transit-serving building, would increase the volume of storm water runoff.~~ The Alameda Street element has been designed to reduce the total area for impermeable surface. The Alameda Street element of the project has been designed to replace the 15 existing trees with 69 new trees, thus increasing the total permeable area between Cesar Chavez Street and Arcadia Street. Similarly, the design of the Forecourt element of the project includes replacing a majority of the existing concrete and paved surfaces with permeable materials such as granite and porous paving materials, including porphyry pavers and porous concrete or comparable materials, to promote a porous ground plane. The construction of a 300-square-foot small transit serving building would not substantially increase surface runoff. Other water conserving devices such as bioswales and subsurface water retention facilities may also be used in conjunction with the landscape elements of the Forecourt. New areas of permeable paving and landscaping would allow for percolation and reduction of runoff, and water runoff after development would not exceed the capacity of existing or planned drainage systems. In addition, with the implementation of the required SWPPP during construction and the SUSMP and LID Plan as applicable during project operation, any potential sources of polluted runoff would be effectively controlled. ~~Additionally, drainage of the forecourt would support stormwater capture and reuse, increasing climate comfort while supporting on-site landscape and urban ecology. For sustainability, the project aims to have the majority of the ground surfaces be decomposed granite and other porous paving materials including porphyry pavers and porous concrete to promote a porous ground plane and enhance pedestrian circulation.~~ The project would not create or contribute runoff water that would exacerbate any existing deficiencies in the storm drain system or provide substantial additional sources of polluted runoff. Therefore, the project would have no impact on existing storm drain capacities or water quality, and mitigation measures would not be required.

Section 3.15. Public Services

Page 3.15-15 has been revised:

The project site's current staffing and service standards are consistent with the applicable requirements for public services related to police protection services. Los Angeles Union Station (LAUS) is currently served by two law enforcement agencies, the LAPD and the Los Angeles Sheriff department (LASD); Metro Security; and a private security firm, Allied Universal Protective Services (AUPS). LAPD is the primary law enforcement agency for the Gateway complex, which includes Metro Headquarters (One Gateway Plaza), Patsaouras Bus Plaza, the Gateway parking Structure, and the at grade Gold Line and Red and Purple subway lines. LAPD is also the primary law enforcement agency for the Historic Union Station. Metro also has a contract with AUPS for security in the historic station. Security on the rail yard is the responsibility of Metrolink and the primary law enforcement agency by contract is LASD. Metrolink also has an agreement for services on the rail yard with AUPS. The LAPD is the local law enforcement agency responsible for providing police protection services to the project site and immediate project vicinity.

On a monthly basis, the Joint Management Committee comprising Metro, Amtrak, and Metrolink meet to discuss current LAUS activities and overall management of the site, including site-wide security coordination. Additionally, in case of an emergency incident, Metro has procured four on-site defibrillators for deployment in the historic station. Locations and methods of mounting/installing the equipment are in design stages, with anticipated installation in January 2018.

Page 3.15-24 has been revised:

The project will incorporate design features to meet and exceed the Los Angeles Fire Code, Los Angeles Municipal Code related to safety, LAPD's Design Out Crime Guidelines, the City of Los Angeles General Plan guidelines and would result in a net increase in publicly accessible open space. The proposed project is intended to serve existing and anticipated residents, workers, visitors, and transit population. Incorporation of a construction traffic management plan would be developed to reduce potential project construction impacts on the delivery of fire protection services. The construction traffic management plan would outline adequate measures to ensure emergency vehicle access during all aspects of project construction. In particular, the adjacent MWD Headquarters Seismic Retrofit project has been included in the related projects and is considered in this cumulative impacts analysis. No reduction of Fire Department personnel, equipment or apparatus access, fire lanes, or fire hydrants in or near the project site would take place due to the construction and operation of the proposed project. Emergency response times are not anticipated to differ from current response times. Therefore, the proposed project

would not contribute to cumulative impacts in regards to existing fire protection services, including the construction or expansion of fire protection facilities, and no mitigation would be required.

Section 3.17. Transportation and Traffic

Page 3.17-27: Table 3.17-6, *Existing Vehicle Travel Time*, has been revised:

**TABLE 3.17-6
EXISTING VEHICLE TRAVEL TIME**

Corridor	Existing Average Travel Time (min:sec)	
	AM Peak Hour	PM Peak Hour
Cesar E. Chavez Avenue EB	2:15	3:30
Cesar E. Chavez Avenue WB	5:30	5:15
Alameda Street NB	4:15	3:15
Alameda Street SB	4:15	3:15
Los Angeles Street NB	2:15	4:00
Alameda Los Angeles Street SB	2:00	1:30

SOURCE: Fehr & Peers, 2017.

Page 3.17-27: The following text has been added below Table 3.17-6:

MWD Parking Analysis

To validate the parking data and resulting estimates of trip making from the 2012 parking demand counts, a new roadway traffic count was collected in November 2017 on the internal roadway south of the MWD employee driveway, but east of the MWD drop-off area, as well as an additional location north of the MWD employee driveway. While this roadway does not fully isolate traffic accessing the MWD employee parking garage, because it contains additional traffic destined for parking along the Gold Line platform and other areas in the back of the station, the bulk of the traffic on the roadway is travelling to and from the MWD employee entrance. A total of 599 trips were counted over the course of the day travelling eastbound/northbound towards the MWD employee entrance south of the driveway. A total of 605 trips travelling southbound towards the MWD employee entrance north of the driveway were counted over the day, indicating that traffic travelling towards the driveway is relatively balanced between approaching from the north (and likely entering the station from Cesar E Chavez Avenue), and from the south (and likely entering the station from Alameda Street). Between 7:00 AM and 10:00 AM, 35 percent of daily eastbound/northbound traffic south of the driveway trips were counted, similar to the 31 percent estimate described above estimate using the parking counts.

To estimate the parking ins and outs of the garage, the traffic counts at the two locations were compared. All of the northbound trips at the southern count location less the northbound trips at the northern count location were assumed to enter the garage. The differential between the two locations was assumed to be through traffic not accessing the garage. The same approach was used for southbound trips at the northern count location, assuming that all of those trips, less the southbound trips at the southern count location, would be accessing the garage. Using this methodology, a total of 237 inbound trips to the garage were calculated between 7:00 AM and 10:00 AM. Compared with the 167 trips estimated from the 2012 parking counts, this indicates that parking activity in the garage may have increased since 2012, and therefore the capacity for additional growth in traffic could be less than the estimates based on the 2012 parking study.

Page 3.17-33 has been revised:

Five cumulative projects were identified adjacent to the project site, as shown in Table 3.17-8. In addition, the MWD seismic retrofit project would not be expected to change the trips into the parking area. The tube counts performed adjacent to the driveway indicate that the MWD parking area is being operated near capacity in the existing condition. The location of these projects are illustrated in Figure 3.17-10. Cumulative development project-only volumes are illustrated in Appendix H.

Page 3.17-33: Table 3.17-8, *Cumulative Development Project Trip Generation*, has been revised:

Project	Daily Trips	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
1. La Plaza Cultural Village	3,585	49	118	167	189	131	320

Page 3.17-34 has been revised:

- Partial closure of Los Angeles Street at Alameda Street by eliminating the northern leg of Los Angeles Street and the northern leg of the LAUS driveway. The east and west approaches will be consolidated into 2-way southern legs of Los Angeles Street and the LAUS Driveway. The east and west approaches will also be narrowed from their existing three lanes to two lanes each. ~~The existing buffered bike lane on Los Angeles Street will be retained with this modification.~~
- While the ultimate design of the bicycle facility on Los Angeles Street will occur in the design phase of the project, the unidirectional Los Angeles Street buffered bicycle lanes will be consolidated to provide two-way bicycle travel in an off-street bicycle path within the expanded El Pueblo plaza near the west side of Los Angeles Street. This facility would run north from the pedestrian crossing adjacent to El Pueblo, to the designated bicycle

crossing across Alameda Street. The bicycle path would be designed to accommodate a landing area for passengers disembarking from tour buses in the designated tour bus parking zone in between the roadway and the bicycle path. A designated bicycle crossing from the east side to the west side of Los Angeles Street would be striped next to the pedestrian crosswalk across Los Angeles Street adjacent to El Pueblo, which would provide a connection for cyclists traveling northbound in the Los Angeles Street cycle track to be able to enter this two-way bicycle path and ultimately connect with Union Station.

Page 3.17-36: Table 3.17-9, *Future (2029) Vehicle Travel Times*, has been revised to include existing conditions.

**TABLE 3.17-9
EXISTING & FUTURE (2029) VEHICLE TRAVEL TIMES**

Corridor	Existing (2016) Average Travel Time (min:sec)		Future without Project (2029) Average Travel Time (min:sec)		Future with Project (2029) Average Travel Time (min:sec)	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Cesar E. Chavez Avenue EB	<u>2:15</u>	<u>3:30</u>	2:30	4:45	2:15	4:30
Cesar E. Chavez Avenue WB	<u>5:30</u>	<u>5:15</u>	6:30	8:15	5:30	8:00
Alameda Street NB	<u>4:15</u>	<u>3:15</u>	7:15	3:30	7:15	4:15
Alameda Street SB	<u>4:15</u>	<u>3:15</u>	6:00	3:30	9:00	4:15
Los Angeles Street NB	<u>2:15</u>	<u>4:00</u>	2:30	4:15	3:00	10:30
<u>Alameda Los Angeles Street</u> SB	<u>2:00</u>	<u>1:30</u>	2:15	1:30	2:15	1:45

SOURCE: Fehr & Peers, 2017.

Page 3.17-36 has been revised:

The largest increases in travel time from Existing to Future without Project (2029) and Future with Project (2029) occur at the following locations during the AM peak hour:

- Alameda Street southbound: increased vehicle trips traveling towards the downtown Los Angeles CBD would increase congestion and therefore travel time under Future without Project conditions. This travel time would be further ~~which is~~ exacerbated by the reduction in vehicle capacity on Alameda Street from the project.

- Alameda Street northbound: increased vehicle trips traveling away from the downtown Los Angeles CBD, where housing is expected to continue increasing, would lead to additional congestion, and therefore travel time under Future without Project. However, the addition of the project does not worsen travel times relative to Future without Project travel times.

The largest changes in travel times in the PM peak hour are located along:

- Cesar E. Chavez Avenue westbound: increased vehicle trips traveling towards the downtown Los Angeles CBD, including cumulative development projects, would increase congestion, and therefore travel time would increase under Future without Project conditions. However, the addition of the project does not worsen travel times.
- North Los Angeles Street northbound: travel time remains similar between existing and Future without Project (2029) conditions. However, the implementation of the project reduces the capacity of North Los Angeles Street at Alameda Street, and signal timing is reconfigured to include a dedicated east/west pedestrian phase. These changes markedly increase queuing for northbound vehicles on North Los Angeles Street, increasing congestion on the corridor and substantially lengthening travel times.

Page 3.17-37: Table 3.17-10, *Future (2029) Transit Travel Time*, has been revised to show existing conditions:

**TABLE 3.17-10
EXISTING & FUTURE (2029) TRANSIT TRAVEL TIME**

Corridor	Routes Included	Existing Average Travel Time (min:sec)		Future without Project Average Travel Time (min:sec)		Future with Project Average Travel Time (min:sec)	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Alameda Street NB	MTA 40, CE 431, Foothill 699, OCTA 701, AVTA 785, CE 534	<u>1:00</u>	<u>1:15</u>	0:45	1:15	1:30	1:30
Alameda Street SB	MTA 40, OCTA 701	<u>1:30</u>	<u>1:15</u>	1:30	1:30	2:00	1:15
Spring Street/Cesar E. Chavez Avenue NB	MTA 68, MTA 70/71, MTA 728, MTA 733, MTA 745, MTA 78/79, MTA 378, MTA 770	<u>1:45</u>	<u>1:45</u>	1:45	2:15	1:45	2:15
Spring Street/Cesar E. Chavez Avenue SB	MTA 70/71, MTA 78/79, MTA 378, MTA 728, MTA 770	<u>3:15</u>	<u>2:45</u>	3:15	3:00	3:00	3:00

SOURCE: Fehr & Peers, 2017.

Page 3.17-42: The number of intersections the proposed project would be expected to significantly impact was incorrectly stated as 16. The lists of intersections and illustrative figures show the correct number as 17. The text error has been corrected. This change has been made in three instances in Section 3.17, *Transportation and Traffic*, and in two instances in Chapter 4, *Alternatives Analysis* (see below):

As shown in Table 3.17-12, applying the criteria for determination of significant impacts used by LADOT, the proposed project would create significant traffic impacts at 17 ~~16~~ intersections under the Future with Project (2029) scenario:

Page 3.17-43 has been revised:

While the project alternatives reduce the number of significant traffic impacts, they do not fully reduce all significant impacts, so regardless of whether the project or alternatives are selected, significant and unavoidable traffic impacts will remain at between nine and 17 ~~16~~ intersections, depending on whether the project or one of the two project alternatives are selected.

Page 3.17-44: Table 3.17-12, Future with Project (2029) LOS and Impact Analysis, has been revised under intersection number 15:

#	N/S Street	E/W Street	Future without Project
			AM
			Delay
15	North Spring Street/New High Street	Cesar E. Chavez Avenue	45 <u>46</u>

Page 3.17-48 has been revised:

The Alameda Esplanade will provide a wide multi-use path along the station's Alameda frontage to facilitate pedestrian and bicycle circulation.

Contingent on Caltrans approval, the existing unidirectional Los Angeles Street buffered bicycle lanes on either side of Los Angeles Street would be consolidated to provide two-way bicycle travel in an off-street bicycle path within the expanded El Pueblo plaza near the west side of Los Angeles Street. This facility would run north from the pedestrian crossing adjacent to El Pueblo, to the designated bicycle crossing across Alameda Street. The bicycle path would be designed to accommodate a landing area for passengers disembarking from tour buses in the designated tour bus parking zone in between the roadway and the bicycle path. A designated bicycle crossing from the east side to the west side of Los Angeles Street would be striped next to the pedestrian crosswalk across Los Angeles Street adjacent to El Pueblo, which would provide a connection for cyclists traveling northbound in the Los Angeles Street cycle track to be able to enter this two-way bicycle path and ultimately connect with Union Station.

Page 3.17-52 has been revised:

The proposed project is consistent with the Mobility Plan 2035 network, the ConnectUS Action Plan, and other non-adopted but relevant plans, like the USMP. The proposed project will substantially enhance the safety and capacity of bicycle and pedestrian facilities around the station, and is therefore expected to have a positive impact on these facilities. The existing unidirectional Los Angeles Street buffered bicycle lanes on either side of Los Angeles Street would be consolidated to provide two-way bicycle travel in an off-street bicycle path within the expanded El Pueblo plaza near the west side of Los Angeles Street. ~~The existing buffered bike lane on southbound Los Angeles Street would be retained, and a~~ A bicycle crossing would be added to provide direct bike access from the station to that facility.

Page 3.17-53 has been revised:

While the project alternatives would reduce the number of significant traffic impacts, they would not fully reduce all significant impacts. Impacts would remain significant and unavoidable at between 9 and ~~17~~ 16 intersections, depending on whether the proposed project or one of the two project alternatives are selected.

Chapter 4. Alternatives Project Description

Page 4-1 has been revised:

The Full Closure of Los Angeles Street alternative would include many of the elements described in the project description with the exception of the partial closure of Los Angeles Street (Figure 4.1.2-1, *Alternative 2 Plan*). Instead of the partial closure as described, this alternative would have the complete closure from Alameda Street to the existing mid-block crosswalk across Los Angeles Street. Northbound ~~vehicular travel access~~ on Los Angeles Street would ~~still be open~~ be retained from Arcadia Street to the US 101 Northbound On-Ramp. With the complete closure, there would be a continuous pedestrian connection between Father Serra Park and El Pueblo, and a continuous sidewalk would be provided adjacent to Alameda Street. The full closure also provides the potential for a wider crossing area for pedestrians and bicyclists. The Forecourt changes would remain as proposed in the project description. This alternative would change traffic patterns because a connection between Los Angeles Street and Alameda Street would be removed. On Arcadia Street, the tour bus parking lane would be provided during off-peak hours only, with the lane being used by through-traffic during peak hours.

Page 4-2: Figure 4.1.2-1, *Alternative 2 Plan*, following this page, has been revised to include a callout to a designated bike zone through the plaza. Also, the figure has been revised to remove callouts on Los Angeles Street for the bus drop-off, continental crosswalk, and bollards within the plaza, which would not be used under the full closure of Los Angeles Street.

Page 4-2: Figure 4.1.3-1, *Alternative 3 Plan*, following this page, has been revised to include a two way, off street bicycle path within the expanded El Pueblo plaza near the west side of Los Angeles Street.

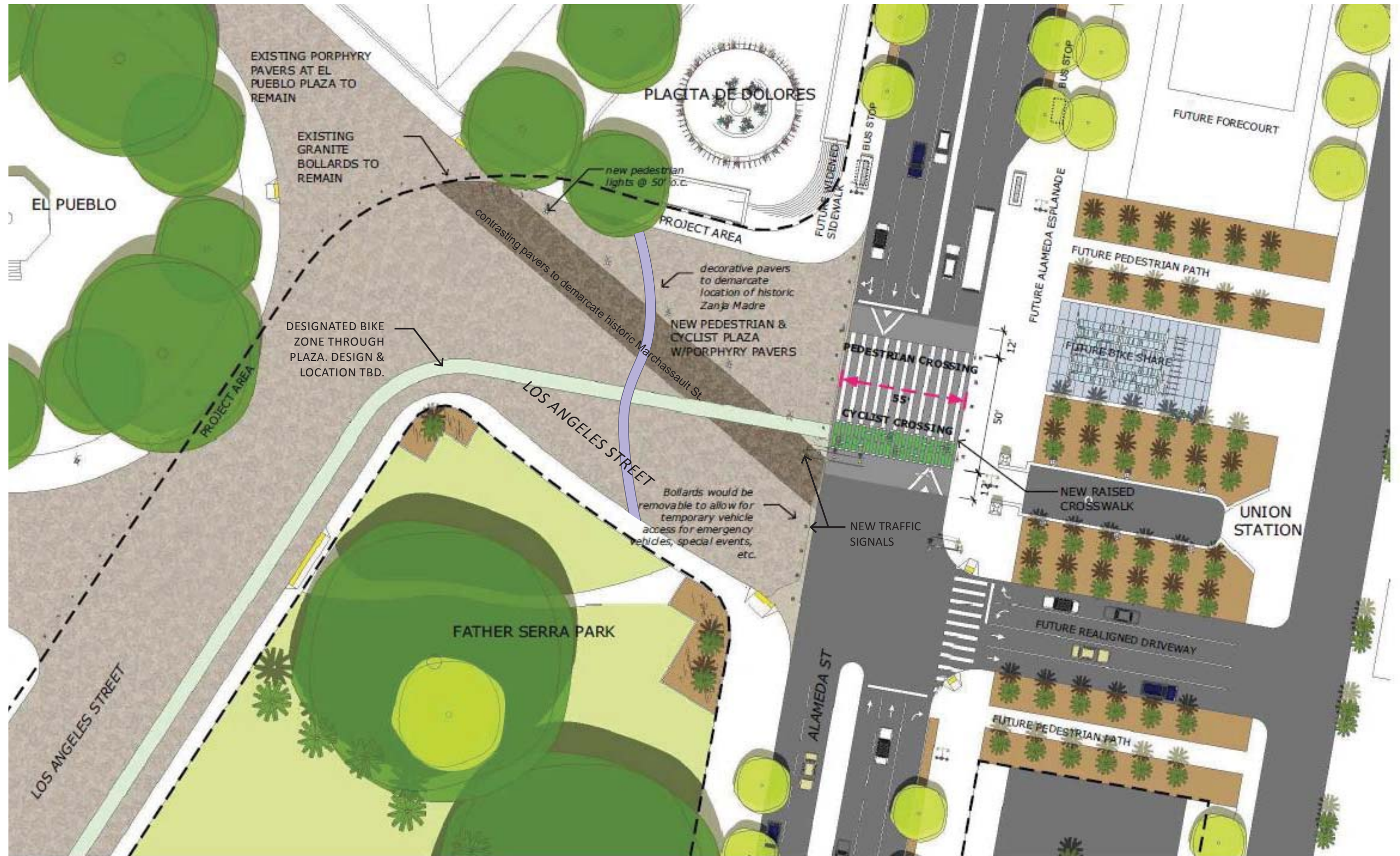


Figure 4.1.2-1. Alternative 2 Plan



Figure 4.1.3-1. Alternative 3 Plan

Page 4-28 has been revised:

Alternative Signal Optimization: Future with Alternative 2 (2029)

Alternative 2 also includes optimization of signal timing at several intersections as part of the project, in order to account for the vehicle re-assignment and the new configuration at Los Angeles Street & Alameda Street. The City of Los Angeles employs the Automated Traffic Surveillance and Control (ATSAC) System along major travel corridors, which provides real-time monitoring and adjustment of signal timing citywide. Most of the signal timing changes are an attempt to mimic within the VISSIM software the adjustments that ATSAC is expected to make in order to optimize signal timing and reduce delay during Future with Alternative 2 (2029) scenario. Some signal timing changes also account for adjustments to cycle lengths at some intersections made by LADOT after the baseline traffic counts were collected. These cycle length changes were not included in the analysis of the project documented in Chapter 3 to ensure a worst-case analysis consistent with the field conditions at the time the baseline traffic counts were collected. Signal timing adjustments designated with “proposed project feature” below, are additional signal timing modifications that are proposed changes associated with the project (as opposed to analysis changes associated with reflecting the optimization of ATSAC or signal timing adjustments). If LADOT ultimately concludes that these proposed project feature signal timing modifications are not desirable and therefore are not implemented, the Alternatives would be expected to have additional significant intersection impacts but no more, and likely still fewer significant impacts than the number identified for the project, which did not include any signal timing modifications, other than for the signal at the reconfigured Los Angeles Street/Alameda Street intersection.

Page 4-29 has been revised under Intersection 19:

19. Alameda Street & Los Angeles Street

- a. Additional green time given to the northbound/southbound phases from westbound phase
- b. Eastbound phase eliminated; time allotted to eastbound leg given to northbound/southbound phases (proposed as project feature)

Page 4-30 has been revised under Intersections 19, 22, 34, 37, and 40:

19. Alameda Street & Los Angeles Street

- a. Signal offset adjusted to better coordinate with signals on Alameda Street

- b. Additional green time given to the northbound/southbound phases from westbound phase
 - c. Eastbound phase eliminated; time allotted to eastbound leg given to northbound/southbound phases (proposed project feature)
22. Main Street & Arcadia Street/28. Main Street & Aliso Street
- a. Additional green time given to the northbound signal at Arcadia Street
 - b. Pedestrian crossing time reduced for east/west crossing (proposed project feature)
34. Main Street & Temple Street
- a. Signal offset adjusted to better coordinate with signals on Main Street
 - b. Additional green time given to the northbound phase from eastbound/westbound phases
 - c. Eastbound protected left-turn phase removed (proposed project feature)
37. Alameda Street & Temple Street
- a. Signal offset adjusted to better coordinate with signals on Alameda Street
 - b. Southbound protected left turn phase removed (proposed project feature)
40. Alameda Street & 1st Street
- a. Signal offset adjusted to better coordinate with signals on 1st Street and Alameda Street
 - b. Northside pedestrian “Flash Don’t Walk” time reduced (proposed project feature)

Page 4-31: Table 4.2.2-1, *Future (2029) Vehicle Travel Times*, has been revised:

**TABLE 4.2.2-1
FUTURE (2029) VEHICLE TRAVEL TIMES**

Corridor	Future with Project (2029) Average Travel Time (min:sec)		Future with Alternative 2 (2029) Average Travel Time (min:sec)	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Cesar E. Chavez Avenue EB	2:15	4:30	2:30	5:00
Cesar E. Chavez Avenue WB	5:30	8:00	6:15	7:30
Alameda Street NB	7:15	4:15	5:15	4:00 3:30
Alameda Street SB	9:00	4:15	4:30	4:00
Los Angeles Street NB	3:00	10:30	N/A	N/A
Alameda Los Angeles Street SB	2:15	1:45	N/A	N/A

SOURCE: Fehr & Peers, 2017.

Page 4-34 has been revised:

The ultimate number of significant project impacts will depend on the alternative (or combination of alternative elements) that is selected. Due to inconsistency with project objectives, roadway widening, and other traffic capacity mitigation measures are considered infeasible. Therefore, between nine and 16 intersections are expected to have significant and unavoidable project impacts.

Page 4-35: Table 4.2.2-3, *Future with Alternative 2 (2029) LOS & Impact Analysis*, has been revised under intersection number 15.

#	N/S Street	E/W Street	Future without Project (2029)
			AM Delay
15	North Spring Street/New High Street	Cesar E. Chavez Avenue	45 46

Page 4-40 has been revised:

The project alternatives are consistent with the Mobility Plan 2035 network, the ConnectUS Action Plan , and other non-adopted but relevant plans, like the USMP. They will substantially enhance the safety and capacity of bicycle and pedestrian facilities around the station, and are therefore expected to have a positive impact on these facilities. ~~The existing buffered bike lane on southbound Los Angeles Street will be retained in both project alternatives.~~ With Alternative 2, this the bicycle facility on Los Angeles Street would be an off-street bicycle path fully separate from vehicular traffic, since the whole Los Angeles zone would be incorporated into El Pueblo as a pedestrian plaza.

Page 4-54 has been revised:

Project Alternative Signal Optimization: Future with Alternative 3 (2029)

Alternative 3 also includes optimization of signal timing at several intersections as part of the project, in order to account for the re-assignment and the new configuration at Los Angeles Street & Alameda Street. As detailed above for Alternative 2, the City of Los Angeles employs the Automated Traffic Surveillance and Control (ATSAC) System along major travel corridors, which provides real-time monitoring and adjustment of signal timing citywide. Most of the signal timing changes are an attempt to mimic within the VISSIM software the adjustments that ATSAC is expected to make in order to optimize signal timing and reduce delay during Future with Alternative 3 (2029) scenario. Some signal timing changes also account for adjustments to cycle lengths at some intersections made by LADOT after the baseline traffic counts were collected. These cycle length changes were not included in the analysis of the project documented in Chapter 3 to ensure a worst-case analysis consistent with the field conditions at the time the baseline traffic counts were collected. Signal timing adjustments designated with “proposed project feature” below, are additional signal timing modifications that are proposed changes associated with the project (as opposed to analysis changes associated with reflecting the optimization of ATSAC or signal timing adjustments). If LADOT ultimately concludes that these proposed project feature signal timing modifications are not desirable and therefore are not implemented, the Alternatives would be expected to have additional significant intersection impacts but no more, and likely still fewer significant impacts than the number identified for the project, which did not include any signal timing modifications, other than for the signal at the reconfigured Los Angeles Street/Alameda Street intersection.

Page 4-56 has been revised under Intersections 22, 35, 38, and 41:

22. Main Street & Arcadia Street/28. Main Street & Aliso Street

- a. Additional green time given to the northbound signal at Arcadia Street
- b. Pedestrian crossing time reduced for east/west crossing (proposed project feature)

35. Main Street & Temple Street

- a. Signal offset adjusted to better coordinate with signals on Main Street
- b. Additional green time given to the northbound phase from eastbound/westbound phases
- c. Eastbound protected left-turn phase removed (proposed project feature)

38. Alameda Street & Temple Street

- a. Signal offset adjusted to better coordinate with signals on Alameda Street
- b. Southbound protected left turn phase removed (proposed project feature)

41. Alameda Street & 1st Street

- a. Signal offset adjusted to better coordinate with signals on 1st Street and Alameda Street
- b. Northside pedestrian “Flash Don’t Walk” time reduced (proposed project feature)

Page 4-57: Table 4.2.3-1, *Future (2029) Vehicle Travel Times*, has been revised:

**TABLE 4.2.3-1
FUTURE (2029) VEHICLE TRAVEL TIMES**

Corridor	Future with Project (2029) Average Travel Time (min:sec)		Future with Alternative 3 (2029) Average Travel Time (min:sec)	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Cesar E. Chavez Avenue EB	2:15	4:30	2:30	5:00
Cesar E. Chavez Avenue WB	5:30	8:00	6:30	7:45
Alameda Street NB	7:15	4:15	5:15 <u>4:30</u>	4:00 <u>3:30</u>
Alameda Street SB	9:00	4:15	4:30 <u>5:15</u>	4:00 <u>3:30</u>
Los Angeles Street NB	3:00	10:30	3:30	3:00
Alameda Los Angeles Street SB	2:15	1:45	2:15	1:30

SOURCE: Fehr & Peers, 2017.

Page 4-61: Table 4.2.3-3, Future with Alternative 3 (2029) LOS & Impact Analysis, has been revised under intersection number 15.

#	N/S Street	E/W Street	Future without Project (2029)
			AM Delay
15	North Spring Street/New High Street	Cesar E. Chavez Avenue	45 <u>46</u>

Page 4-64 has been revised:

The project alternatives will enhance pedestrian and bicycle facilities in the study area by implementing an enhanced crossing across Alameda Street from the station to El Pueblo that will be raised and highly visible, while providing a dedicated crossing area for both pedestrians

and cyclists. An off-street bicycle path will be provided within the expanded El Pueblo plaza near the west side of Los Angeles Street.

Page 4-67 has been revised:

Alternative 2 is expected to significantly impact 9 intersections, compared with 17 ~~16~~ for the project, while Alternative 3 is expected to impact 11 intersections.

Page 4-68: Table 4.3-1, *Analysis of Comparative Level of Impact of Proposed Project and Alternatives*, has been revised under Transportation and Traffic to show the correct “no impact” finding for the proposed project under issue area (a) and for Alternatives 2 and 3 under issue areas (a) and (c).

TABLE 4.3-1
ANALYSIS OF COMPARATIVE LEVEL OF IMPACT OF PROPOSED PROJECT AND ALTERNATIVES
(Better, Similar, or Worse Compared to the Proposed Project)

CEQA Issue Area	Proposed Project Impact Summary	Alternative 1: No Project Alternative	Alternative 2: Full Closure of Los Angeles Street	Alternative 3: Restricted Left Hand Turns from Los Angeles Street (aka Modified Partial Closure)
Transportation and Traffic (7 issue areas)	a. No impact Less than significant impact b. Significant and unavoidable impact c. No impact d. No impact e. No impact f. No impact g. No impact	a. No impact No impact b. No impact No impact c. No impact No impact d. No impact e. No impact f. No impact g. No impact	a. No impact Less than significant impact b. Significant and unavoidable impact c. No impact Less than significant impact d. No impact e. No impact f. No impact g. No impact	a. No impact Less than significant impact b. Significant and unavoidable impact c. No impact Less than significant impact d. No impact e. No impact f. No impact g. No impact

Chapter 5. CEQA Considerations

Page 5-3 has been revised:

Construction would require the removal of 38 mature, ornamental street trees from the site. These trees, once removed, would constitute an irreversible loss of vegetation from the study area. However, construction would plant ~~84~~ 87 new ornamental trees within the study area, resulting in a net gain of ~~46~~ 49 trees. These trees shall be planted in accordance with the City of Los Angeles Bureau of Public Works, Urban Forestry Division regulations. As a result, it is not expected that any irreversible loss of habitat for nesting birds would occur.

Chapter 6. Organizations and Persons Consulted

Chapter 6 has been updated in underline and ~~strike through~~ to account for the current consultation list. The consultation lists have also been numbered and reordered by date (not marked).

6.1 Public Agencies

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



Date	Agency	Name	Title	Content of Meeting
July 25, 2017	Supervisor Solis's Office, SD 1	Javier Hernandez		Project Overview
<u>September 6, 2017</u>	<u>Metropolitan Water District</u>			
<u>September 6, 2017</u>	<u>Metro</u>	<u>Metro Technical Advisory Committee</u>		
<u>September 13, 2017</u>	<u>Metro</u>	<u>Project Public Workshop</u>		<u>Project overview</u>
<u>September 14, 2017</u>	<u>Metro</u>	<u>Metro Accessibility Advisory Committee</u>		
<u>September 21, 2017</u>	<u>Metro</u>	<u>Metro Technical Advisory Committee: Streets and Freeways Committee</u>		
<u>November 2, 2017</u>	<u>Metro</u>	<u>Metro Union Station area Roundtable</u>		
<u>December 8, 2017</u>	<u>Office of Supervisor Solis</u>	<u>Javier Hernandez</u>		<u>Final EIR</u>
<u>December 18, 2017</u>	<u>Metropolitan Water District of Southern California (MWD)</u>			<u>Comment letter</u>
<u>January 18, 2018</u>	<u>Union Station Area Roundtable</u>			<u>Final EIR</u>
City				
January 21, 2016	LADOT	Tomas Carranza; Wes Pringle		Traffic study scope
April 7, 2016	LADOT & LADCP	Patricia Diefenderfer; Bryan Eck; Tomas Carranza; Karina Macias		Traffic study scope
April 29, 2016	Office of Historic Resources	Ken Bernstein	Manager and Principal City Planner	Coordinate efforts between the Metro, High Speed Rail (HSR), and Link US
October 21, 2016	LADOT	Tomas Carranza; Wes Pringle		Traffic study scope
December 7, 2016	LADOT Complete Streets Committee	Tomas Carranza; Zaki Mustafa; Karina Macias; Valerie Watson; Sean Skehan; Dan Mitchell		Briefing on project design elements relative to pedestrian and vehicle circulation & traffic study scope



Date	Agency	Name	Title	Content of Meeting
December 8, 2016	Office of Councilmember Jose Huizar	Nate Hayward		Project Overview
January 6, 2017	Los Angeles Council District 14 and Mayor's Office			Project Overview
January 12, 2017, August 24, 2017, <u>September 14, 2017, and September 21, 2017</u>	El Pueblo Commission			Briefing on project design elements relative to pedestrian and vehicle circulation
January 20, 2017	Office of Councilmember Gil Cedillo	Sharon Lowe and Gerald Gubatan		Project Overview
April 10, 2017	Office of Historic Resources	Lambert Giessinger		Metro Planning and Metro Sustainability discussed Forecourt and sustainability projects
April 20, 2017	LADOT	Seleta Reynolds; Dan Mitchell; Marcel Porras	GM Assistant GM	Project Overview
June 20, 2017	LADOT	Dan Mitchell	Assistant GM	Discussion of Alameda Street/US 101 Freeway ramp intersections
July 19, 2017	LAFD	Captain David Sifuentes; Robert Duff		Project overview
<u>July 24, 2017</u>	<u>Los Angeles Councilmember Huizar's Office, CD14</u>	<u>Nate Hayward</u>		
July 26, 2017	<u>Los Angeles Councilmember Cedillo's Office, Office of Councilmember Cedillo, CD1</u>	Luis Gonzalez, Gerland Gubatan, <u>Arturo Chavez</u> , Sharon Lowe		
<u>August 4, 2017</u>	<u>Los Angeles Councilmember Huizar's Office, CD 14, and El Pueblo Commission Manager Chris Espinosa</u>	<u>Nate Hayward, Chris Espinosa</u>		

Date	Agency	Name	Title	Content of Meeting
<u>August 24, 2017, September 11, 2017, and September 21, 2017</u>	El Pueblo Merchants	El Pueblo Merchants		Briefing on project design elements relative to pedestrian and vehicle circulation
<u>September 1, 2017</u>	<u>City of Los Angeles</u>	<u>Ashley Stracke</u>	<u>Director of Neighborhood Services</u>	<u>Briefing</u>
<u>September 12, 2017</u>	<u>LADOT</u>	<u>Robin Aksu</u>	<u>Robin Aksu, Transportation Planning Associate II, New Mobility, LADOT (part of Marcel Porra's team)</u>	
<u>September 26, 2017</u>	<u>Offices of Mayor Garcetti, Councilmember Huizar and Supervisor Solis</u>			<u>Briefing</u>
<u>November 16, 2017</u>	<u>Mayor Garcetti's office</u>	<u>Nicole Serrano</u>		<u>Briefing</u>
<u>November 17, 2017</u>	<u>LADOT</u>	<u>Tomas Carranza and Eddie Guerrero</u>		<u>Comment letter</u>
<u>December 7, 2017</u>	<u>LADOT</u>	<u>Eddie Guerrero and Erik Zambon</u>		<u>Comment letter</u>
<u>December 8, 2017</u>	<u>Office of Councilmember Jose Huizar (CD14)</u>	<u>Nate Hayward</u>		<u>Final EIR</u>
<u>December 8, 2017</u>	<u>Mayor's Office</u>	<u>Dan Rodman and Nicole Serrano</u>		<u>Final EIR</u>
<u>December 20, 2017</u>	<u>LADOT</u>	<u>Tim Fremaux, Valerie Watson and Shahin Kjjavi</u>		<u>Comment letter</u>
<u>January 5, 2018</u>	<u>El Pueblo staff</u>			<u>Comment letter</u>
<u>January 25, 2018</u>	<u>El Pueblo Commission</u>			<u>Comment letter and Final EIR</u>

6.2 Private Organizations

Date	Agency	Name	Title	Content of Meeting
April 29, 2016	Los Angeles Conservancy	Adrian Scott Fine	Directory of Advocacy	Coordinate efforts between the Metro, High Speed Rail and Link US
July 25, 2016	Los Angeles Union Station Historical Society	Susan Macadams; Tom Savio; Alan Weeks		Review the scope of the project and discuss the historical society's concerns
December 21, 2016, and August 17, 2017, <u>and January 18, 2017</u>	Historic Cultural Neighborhood Council (HCNC) - Urban Design & Land Use Committee (LUC)			Briefing
January 9, 2017, and September 11, 2017	Los Angeles River Artists and Business Association (LARABA)			Project Overview
January 11, 2017, <u>and September 14, 2017</u>	Regional Connector Community Leadership Council - 1st and Central Committee			Project Overview
January 13, 2017, and September 8, 2017	Arts District Los Angeles Business Improvement District (ADLA BID)			Project Overview
January 18, 2017, and August 17, 2017	Historic Cultural Neighborhood Council (HCNC) - Urban Design & Land Use Committee (LUC)	Committee Members		Project Overview
January 23, 2017, and August 28, 2017	Chinatown Service Center			Project Overview
January 24, 2017	Los Angeles Union Station Historical Society	Susan Macadams; Tom Savio; Alan Weeks		Review the scope of the project and discuss the historical society's concerns
January 24, 2017	Morlin - Union Station Property Management	Matthew Johnson; Jeff Gunther; Ashley Nazarian		Briefing on project design elements relative to Union Station operations

Date	Agency	Name	Title	Content of Meeting
<u>January 24, 2017, and September 20, 2017</u>	Little Tokyo Community Council			Project Overview
January 26, 2017	Chinatown Business Improvement District			Project Overview
April 10, 2017	Los Angeles Conservancy	Adrian Scott Fine	Directory of Advocacy	Metro Planning and Metro Sustainability discussed Forecourt and sustainability projects
April 18, 2017	Architectural Resources Group (ARG)	Christopher Smith		Metro Sustainability discussed Forecourt and sustainability projects
May 2, 2017	Morlin - Union Station Property Management	Matthew Johnson		Briefing on project design elements relative to Union Station operations
<u>August 11, 2017</u>	<u>Friends of the Chinese American Museum</u>	<u>Community Meeting</u>		
<u>August 17, 2017</u>	<u>Historic Cultural Neighborhood Council (HCNC) - Urban Design & Land Use Committee (LUC)</u>	<u>Community Meeting</u>		
<u>August 28, 2017</u>	<u>Chinatown Service Center</u>			<u>Briefing</u>
<u>September 8, 2017</u>	<u>Arts District BID</u>			<u>Briefing</u>
September 11, 2017	Chinatown Business Improvement District	George Yu, Ashley Stracke, Megan Teramoto		Project Overview
<u>October 18, 2017</u>	<u>Gabrielino Kizh Tribal Consultation</u>			<u>Briefing and Mitigation Measures</u>
<u>November 6, 2017</u>	<u>First 5 LA</u>	<u>Vigita Fajardo</u>	<u>Facilities Manager</u>	<u>Briefing</u>
<u>December 13, 2017</u>	<u>Mozaic Apartments</u>	<u>Allan Canales</u>	<u>Community Manager</u>	<u>Briefing</u>
<u>January 8, 2018</u>	<u>El Pueblo Merchants</u>			<u>Comment letter</u>
<u>January 12, 2018</u>	<u>Los Angeles Bicycle Advisory Committee representatives</u>			<u>Comment letter</u>
<u>January 18, 2018</u>	<u>Los Angeles County Bicycle Coalition</u>	<u>Lyndsey Nolan</u>		

Appendix H. Traffic Data

Updates have been made to Appendices H-1, *Intersection Counts*; H-3, *Unfunded Connectus Results*; H-4, *Intersection Volumes and Geometries*; and H-6, *Vissim Outputs*. These updates are provided in the following pages, along with overviews of the changes.