



Metro

Metropolitan Transportation Authority

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**REVISED
BOARD OF DIRECTORS
December 15, 2005**

**SUBJECT: MID CITY/WESTSIDE TRANSIT CORRIDOR/
MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT
ENVIRONMENTAL CLEARANCE**

**ACTION: BOARD APPROVAL OF THE FINAL ENVIRONMENTAL IMPACT
STATEMENT/FINAL ENVIRONMENTAL IMPACT REPORT
(FINAL EIS/EIR)**

RECOMMENDATION

- A. Certify Los Angeles Mid-City/Exposition Corridor Final EIS/FEIR (transmitted under separate cover) and authorize staff to file a Notice of Determination;
- B. Adopt the Findings of Fact and Statement of Overriding Considerations in accordance with the California Environmental Quality Act (CEQA) (Attachment A);
- C. Adopt the Mitigation Monitoring & Reporting Plan (MMRP) (Attachment B);
- D. Adopt the Locally Preferred Alternative (LPA) as previously approved by the Metro Board in June 2001 ("Base LPA") and modified in the FEIS/FEIR Section 2.7 Staff Recommendation as the Light Rail Build Alternative from Downtown Los Angeles (7th/Metro Center) to Culver City (Venice/Robertson) incorporating the following design options (Recommended LPA):
 1. Flower Street Design Option incorporating an undercrossing between Jefferson Boulevard and Trousdale Parkway;
 2. La Brea Aerial Station & Grade Separation;
 3. La Cienega Station Parking Facility on Southeast Corner (East Central Interceptor Sewer- ECIS Construction Staging Site);
 4. Jefferson Boulevard Northside Widening at La Cienega Boulevard;
 5. Jefferson Boulevard Grade Separation near Ballona Creek; and
 6. Venice/Robertson Interim Station located East of National Boulevard within the Metro-owned Exposition Right-of-Way.

E. Environmentally clear the following design options for construction in the event that additional funding becomes available, **subject to Board approval** (“Recommended Options”):

1. USC/Exposition Park Optional At-Grade Station near Kinsey Drive;
2. USC/Exposition Park Extended Undercrossing Option (Precludes Optional At-Grade Station near Kinsey Drive);
3. Venice/Robertson Aerial Station.

F. Eliminate the following from further consideration:

1. Venice/Robertson At-Grade Station (at-grade rail crossings of Washington and National Boulevards).

ISSUE

The Final EIS/EIR has recently been revised to address requirements identified by the Federal Transit Administration (FTA) as a result of their review of the previous submittals of the Administrative Final EIS/EIR in December 2004 and July 2005. The Final EIS/EIR also incorporates 14 design options developed to address comments by various stakeholders. The revised Administrative Final EIS/EIR submitted to the FTA for review on July 27, 2005, was approved by the FTA on October 4, 2005 for circulation and public review.

The staff recommendation in the Final EIS/EIR is to adopt certain modifications to the Base LPA approved by the Metro Board of Directors in June 2001. These recommendations include ~~five~~ six of the 14 design options: (1) the Flower Street Design Option, (2) the La Brea Aerial Station and grade separation (approved by the Board in December 2003), (3) the La Cienega Parking Facility on the southeast corner, (4) the north-side widening of Jefferson Boulevard at La Cienega, (5) a grade separation of Jefferson Boulevard near the Ballona Creek, and (6) an interim Venice/Robertson Station Alternative within the Metro-owned Exposition Right-of-Way east of National Boulevard. The estimated cost for the staff recommended LPA is within the \$640 million **budget funding and programming plan** adopted for the project by the Metro Board of Directors.

The California Environmental Quality Act (CEQA) requires that Metro must balance, as applicable, the economic, legal, social, technological, and other benefits of the project against its unavoidable impacts when determining whether to approve the project. CEQA Guidelines Sections 1509(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 Metro Board must find that notwithstanding the disclosure of these significant and unavoidable impacts, there are specific overriding economic, legal, social, technological, and other reasons for approving this project and that these reasons serve to override and outweigh the project’s significant unavoidable effects. Thus, the adverse effects are considered acceptable. CEQA requires Metro to support, in writing the specific reasons for considering a project acceptable when significant impacts are not

avoided or substantially lessened. These Findings of Fact and Statement of Overriding Considerations are included as Attachment A.

Section 21086.6 of the California Public Resources code requires that public agencies approving a project with an Environmental Impact Report adopt a Mitigation Monitoring Plan (MMP) (Attachment B). The purpose of the MMP is to ensure that the mitigation measures identified in the EIR to mitigate the potentially significant environmental effects of the project are, in fact, properly carried out. Metro is responsible for assuring full compliance with the provisions of the MMP.

A comprehensive community outreach program has been conducted throughout the environmental planning phase of the project. Metro conducted three formal Public Hearings following the release of the Draft EIS/EIR in 2001 and copies of all public testimony and comments, along with Metro responses, have been included in the Final EIS/EIR. In addition, following the release of the Final EIS/EIR, a supplemental, 45-day public review period was conducted between October 14 and November 28, 2005. 62,000 notices were sent to every home and business within ¼ mile of the project route and advertisements were placed in eight different newspapers with general circulation in the project corridor. Three public workshops were held between November 2 and 9th that were attended by approximately 500 persons. A summary of comments and responses that are germane to the Metro Board decision are included in Attachment C.

POLICY IMPLICATIONS

Certification of the Final EIS/EIR and selection of the staff recommended LPA and the Recommended Options is consistent with the November 1998 Board adopted policy defined in the Regional Transportation Alternatives Analysis (RTAA) and the February 2000 Re-Evaluation/Major Investment Study (MIS) which provided for a fixed guideway transit alternative in this corridor. The certification is also consistent with the June 28, 2001 Board approval of the Draft EIS/EIR. The Mid City/Exposition Transit Corridor is contained in the Metro Long Range Transportation Plan and the Southern California Association of Governments Regional Transportation Plan.

OPTIONS

The Board could adopt the No Build Alternative; however, this action would be contrary to the Board's adopted policy to provide light rail transit service in this corridor. The Board could defer approval of the staff recommended LPA and related design options, however, this action would delay the project schedule which calls for the award of a design build construction contract in February 2006. Such a delay would add costs to the project.

The Board could also approve one of the non-recommended design options. The design options that have been incorporated into the Staff Recommended LPA have reduced environmental impacts in comparison to the previously approved Base LPA while remaining within the approved budget limits. If additional funding were identified, then one or more

of the three Recommended Options could be constructed without further environmental approval, including the USC/Exposition Park Optional At-Grade Station near Kinsey Drive, the USC/Exposition Park Extended Undercrossing Option (precludes optional at-grade station near Kinsey Drive) or the Venice/Robertson Aerial Station.

FINANCIAL IMPACT

The Staff Recommended LPA is within the \$640 million funding and programming plan approved by the Board in April 2005.

DISCUSSION

The Final EIS/EIR includes evaluation of 14 design options affecting the project configuration. ~~Five~~ Six of these design options are recommended for adoption as part of the Staff Recommended LPA and three of the design options are recommended for environmental clearance and possible future construction if additional funding should become available. The environmental effects of these three Recommended Options have been fully evaluated in the Final EIS/EIR, and have been subject to public review and comment. In the event that funding becomes available for any of the three Recommended Design Options following the date of the Metro Board approval of the Final EIS/EIR and prior to issuance of the Record of Decision (ROD), Metro may (subject to future Board action or authorization) request that the Federal Transit Administration modify the description of the LPA in the ROD to incorporate and include such design option(s). Summary descriptions of the design options are provided in the following paragraphs under their respective headings.

Downtown Alignment Design Options – In response to concerns expressed by the City of Los Angeles and others, two design options to the original LPA alignment have been evaluated in the Downtown Connection segment of the project. These include the Hill Street Couplet Design Option and the Flower Street Design Option. As a result of evaluation of the Base LPA that was previously approved by the Metro Board of Directors in June 2001, and these two design options, staff has concluded that both the Flower Street and Hill Street Couplet are superior to the original LPA alignment. Staff has further concluded that the Flower Street Design Option is superior to the Hill Street Couplet Design Option because it is shorter, more direct, faster and serves a denser area. The Flower Street Option also has fewer environmental impacts on businesses and institutions in the areas of parking and right of way acquisition.

In accordance with the Grade Crossing Policy adopted by the Metro Board of Directors, the Flower Street Design Option requires a grade separation for the transition from Flower Street to the median of Exposition Boulevard from just south of Jefferson Boulevard on Flower Street to Exposition Boulevard just east of Trousdale Parkway. USC requested and jointly funded studies to develop and evaluate additional design options for the Flower Street undercrossing. Design options resulting from these studies are included in the Final EIS/EIR and include fully covering the undercrossing trench, additional landscaping and

extending the undercrossing to west of Trousdale Parkway. In addition to the undercrossing design options, the Flower Street alignment also includes identification of an optional USC/Exposition Park Station in the vicinity of Kinsey Drive. The staff recommendation is to adopt the Flower Street Design Option with the undercrossing between Jefferson Boulevard and Trousdale Parkway. The recommendation also provides for the environmental approval of the optional USC/Exposition Park At-Grade Station near Kinsey Drive, the USC/Exposition Park Extended Undercrossing (precludes construction of the USC/Exposition Park At-Grade Station near Kinsey Drive) and the Venice/Robertson Aerial Station. These additional Recommended Options could be considered for construction in the event that additional funding were to become available.

La Brea Aerial Station and Grade Separation- In December 2003, the Metro Board approved the *Grade Crossing Policy for Light Rail Transit* and considered possible additional grade separations along the Exposition right-of-way. As a result of the analysis and recommendations conducted at that time, the Board approved the addition of an aerial grade-separation at La Brea Avenue. Staff has therefore analyzed the environmental effects of the aerial grade-separation and recommends the LPA be modified to incorporate this change.

La Cienega Station Parking Facility – The La Cienega Station has been designed as an aerial structure spanning over La Cienega Boulevard with a contiguous parking structure for approximately 500 spaces on the southeast corner of Jefferson and La Cienega Boulevards. The parking structure is proposed to be located on a site owned by the City of Los Angeles, which was used as a construction-staging site for the East Central Interceptor Sewer Project (ECIS Project). In November 2004, the Los Angeles City Council passed a motion requiring further consideration by the Council to determine if the remaining portion (part of the site is required for an ECIS Air Treatment Facility) of the ECIS property will be made available for use by the Exposition LRT Project. In the event the ECIS site is not made available, an alternative parking facility design was developed on the southwest corner of the intersection. However, adoption of this alternative would require acquisition of the parcel currently occupied by a Public Storage warehouse and would result in a serious impact on the project budget as the adopted budget was predicated on the City of LA making the ECIS site available at no cost to the project. As a result, a third “No Parking” design option was included in the Final EIS/EIR, in the event that the City of Los Angeles is unable to make the ECIS site available as a joint development/transit center/parking facility.

Because of the importance of providing adequate parking at the La Cienega Station, the staff recommendation is to approve the La Cienega Parking Facility on the southeast corner (ECIS Site) and continue to work with the City of Los Angeles do develop a joint development/parking facility. In the event that the City of Los Angeles is unable to make the site available, Metro will work with other property owners in the station vicinity to identify an alternate site for the parking facility.

Jefferson Boulevard Widening Design Options – The traffic impact analysis for the relocation of Metro Bus Division 6 concluded that Jefferson Boulevard would need to be widened from La Cienega to La Cienega Place to accommodate buses turning west onto Jefferson from southbound La Cienega in route to Division 6. This plus the need for bike

lanes and two eastbound left turn lanes on Jefferson results in the need to widen Jefferson by a total of 14 feet. Two options for widening Jefferson have been identified: one involves widening the existing roadway to the north and the other involves widening the roadway to the south. Although the widening to the north requires acquisition of the parcel on that side of Jefferson, it is recommended for inclusion in the project as the superior alternative because of its lower overall cost, as the southside widening would require a relatively complex aerial guideway structure that would cantilever over the traffic lanes.

Jefferson Boulevard Grade Separation near Ballona Creek - The Cities of Los Angeles and Culver City raised concerns about the grade crossing of Jefferson Boulevard identified in the Draft EIS/EIR due to potential traffic impacts. In response to these comments, several Design Options were developed to evaluate a potential grade separation of the Jefferson Boulevard crossing. Because of the close proximity of the aerial crossing of La Cienega, all the alternatives involved extension of that planned grade separation at La Cienega. Analysis of these alternatives found the extension of the La Cienega grade separation across Jefferson Boulevard and Ballona Creek returning to grade just east of Fay Avenue would be the superior alternative to the LPA. Therefore, it is recommended for inclusion in the proposed project.

Venice/Robertson Station Design Options – The Staff Recommended LPA includes an interim at-grade station east of National Boulevard near Wesley Street and the intersection of Washington and National Boulevards. This option has been developed in response to concerns from the City of Culver City that the previous at-grade crossings of Washington and National Boulevards would have adverse impacts on traffic. The City of Culver City requested that this decision be reconsidered in favor of an aerial station with grade-separated crossings of National and Washington Boulevards. Following adoption of the Grade Crossing Policy for Light Rail Transit in 2003, the Metro Board of Directors agreed that an aerial station would be required in the future when the line is extended further west, however funding is not available for this option at this time and further planning work is necessary in order to determine the exact location of the permanent, aerial station. For these reasons, interim station designs have been developed that do not preclude future conversion to an aerial station. The recommended interim station design is within the approved project budget and minimizes impacts to adjacent industrial and commercial properties.

Other Design Changes in the Final EIS/EIR- In response to concerns expressed by community groups south of Downtown Los Angeles, the “Non-revenue Connector” and Rail Storage yard described in the Draft EIS/EIR have been eliminated from the Project. The principal Rail Storage and Maintenance Yard will now be located at the existing Metro Blue Line Division #11 Rail Storage & Maintenance yard located in the City of Carson. Mid-City/Exposition LRT trains will utilize the existing Metro Blue Line tracks to access the Division #11 Rail Storage & Maintenance Facility and will not require new tracks located along the “Non-Revenue Connector” tracks. Mid-day storage will be accomplished by acquiring additional trackage adjacent to the Metro Blue Line track between Washington Boulevard and 24th Street. This right-of-way was formerly used as a trackway for freight rail traffic and is well removed from residential neighborhoods and other sensitive uses.

NEXT STEPS

Assuming Board approval of the staff recommendation, Metro staff will prepare a Notice of Determination for the Mid-City/Exposition Transit Corridor. Metro will also seek a Record of Decision from the Federal Transit Administration. The current schedule calls for the award of a design/build contract in February 2006 and completion of construction/opening of the project in 2010. Planning work for Phase 2 of the Exposition LRT Project from Culver City to Santa Monica will now also proceed.

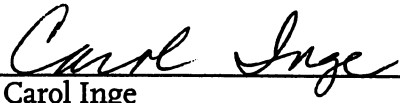
ATTACHMENTS:

- A. Findings of Fact and Statement of Overriding Considerations
- B. Mitigation Monitoring Plan
- C. Summary of Supplemental Public Review Period

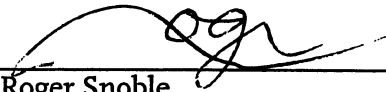
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LOS ANGELES MID-CITY/WESTSIDE TRANSIT CORRIDOR

- > Mid-City/Exposition Light Rail Transit Project
- > Final Environmental Impact Statement/
Environmental Impact Report
- > December 2005

FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to Sections 15091 and 15093
of the State CEQA Guidelines
and Section 21081 of the Public Resources Code

State Clearinghouse Number 2000051058



Metro



**FINDINGS OF FACT AND STATEMENT OF
OVERRIDING CONSIDERATIONS**

Pursuant to Sections 15091 and 15093 of the State CEQA Guidelines
and Section 21081 of the Public Resources Code

**FINAL ENVIRONMENTAL IMPACT
STATEMENT/ENVIRONMENTAL IMPACT REPORT**

**LOS ANGELES MID-CITY/WESTSIDE TRANSIT CORRIDOR –
MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT**

December 2005

The Final Environmental Impact Statement/Environmental Impact Report (Final EIS/EIR) for the Mid-City/Westside Corridor identified the original Locally Preferred Alternative (LPA) and eleven Design Options. A combination of the original LPA, adopted in 2001, and several of the Design Options makes up the Metro staff recommended LPA, or, in this document called, the “Revised LPA.”

Implementation of the proposed Project will result in certain significant environmental impacts. However, the Los Angeles County Metropolitan Transportation Authority Board (Metro Board) finds that the inclusion of certain Mitigation Measures as part of project approval will reduce most of those potential significant effects to a less-than-significant level. Those impacts that are not reduced to a less-than-significant level are identified and overridden due to specific economic, legal, social, technological, or other feasibility considerations. As required by the California Environmental Quality Act (CEQA), the Metro Board, in adopting these Findings of Fact and Statement of Overriding Considerations (“findings”), also adopts a Mitigation Monitoring & Reporting Plan for the Revised LPA. The Metro Board finds that the Mitigation Monitoring & Reporting Plan, which is incorporated by reference and made a part of these findings as Attachment B to the Metro Board Letter, meets the requirements of Public Resources Code Section 21081.6 by providing for the implementation and monitoring of measures to mitigate potentially significant effects of the Revised LPA.

In accordance with CEQA and the CEQA Guidelines, the Metro Board adopts these findings as part of the certification of the Final EIS/EIR for the Revised LPA. Pursuant to Public Resources Code Section 21082.1(c)(3), the Metro Board also finds that the Final EIS/EIR reflects the Metro Board’s independent judgment as the lead agency for the Mid-City/Exposition LRT Revised LPA.

ORGANIZATION OF FINDINGS/ATTACHMENT A

- Section 1.0: Presents a glossary of terms that are relevant to this document.
- Section 2.0: Contains the statutory requirements of the findings and a record of proceedings.
- Section 3.0: Contains the project description, goals, and objectives.
- Section 4.0: Identifies the potentially significant effects of the Revised LPA, which were determined to be mitigated to a less-than-significant level.
- Section 5.0: Identifies the significant impacts that cannot be mitigated to a less-than-significant level even though all feasible Mitigation Measures have been identified and incorporated into the Revised LPA. This section also describes actions to be taken that fall outside of Metro's jurisdiction but are within the jurisdiction of another agency or agencies.
- Section 6.0: Identifies the Revised LPA's potential environmental effects that were determined not to be significant or less than significant, and, therefore, no mitigation is required.
- Section 7.0: Cumulative impacts regarding the Revised LPA are discussed.
- Section 8.0: Describes the alternatives analyzed in the evaluation of the Project as well as findings on Mitigation Measures.
- Section 9.0: Includes the Metro Board's *Statement of Overriding Considerations*.

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1.0 GLOSSARY OF TERMS

Revised LPA

Revised LPA is the Revised Locally Preferred Alternative (LPA) with all modifications included in the Staff Recommendation. The Revised LPA describes the entire alignment and corridor of the Mid-City/Exposition LRT Project. The Revised LPA refers to the original LPA with Metro staff recommended changes, but not including the Recommended Options, which are recommended in the event that additional funding is identified. The Revised LPA also refers to the alternative that has increased feasibility in terms of construction, cost, implementation of Mitigation Measures, and public and stakeholder support.

LPA

This term refers to the Locally Preferred Alternative. For this document, this also refers to the original LPA adopted by the Metro Board in 2001.

Segments of the Alignment

Mitigation measures described in this document may apply for the entire alignment referred under Revised LPA and the Recommended Options. Mitigation measures may also apply only to certain locations of the alignment. Mitigation measures described in certain locations are described as part of the following segments of the alignment of the Revised LPA:

- **Downtown Los Angeles Connection**
This segment of the alignment describes the alignment from 7th Street Metro Center to Vermont Station, east of Vermont Avenue.
- **Mid-Corridor**
This segment of the alignment describes the alignment from Vermont Station west of Vermont Avenue up to La Cienega Station.
- **West End**
This segment of the alignment describes the alignment from La Cienega Station to the Venice/Robertson Station.

Flower Street Design Option

This term describes the alignment from 7th Street Metro Center to Vermont Station using Flower Street and the Exposition Right-of-way.

Recommended Options

This term refers to additional design options that have been analyzed in the Final EIS/EIR and are recommended by staff in the event that additional funding is identified. Accordingly, these options are discussed herein and environmental clearance is provided for construction of these options in the event that funding is identified. These recommended options are the USC/Exposition Park Station Option- Kinsey Station, the USC/Exposition Extended Undercrossing Option, and the Venice/Robertson Station – Aerial Station Option.

USC/Exposition Park Undercrossing Option

This term describes the USC/Exposition Park Undercrossing Option as recommended by Metro Staff and described in the Final EIS/EIR. This option as described does not preclude the optional USC/Exposition Park station at Kinsey Drive. As part of this option, just south of Jefferson

Boulevard, running south on Flower Street, the LRT alignment would enter a 2,290-foot long undercrossing, of which 1,250 feet would be fully depressed.

USC/Exposition Park Extended Undercrossing Option

This term describes an option, which is not a part of the Metro staff recommended, Revised LPA. This option precludes the optional USC/Exposition Park station at Kinsey Drive (listed below). In this option, the undercrossing would extend an additional 1,070 feet to the west as compared to the USC/Exposition Park Undercrossing Option listed previously. Findings and environmental clearance are being completed for this option to ensure that as funds potentially become available in the future, this option can be considered for implementation.

USC/Exposition Park Station Option – Kinsey Station

This term describes an option, which is not a part of the Revised LPA. The Kinsey station would be an at-grade station providing access to the USC campus, Exposition Park, and museums. Findings and environmental clearance are being completed for this option to ensure that as funds potentially become available in the future, this option can be considered for implementation.

La Cienega Station Southeast Parking Facility

This Parking Facility is listed as the La Cienega Station Parking Facility at the Former ECIS site in the Final EIS/EIR.

Jefferson Boulevard Design Option

For the purposes of this document, this term includes the Medium Bridge Option and the North Widening as described in the Final EIS/EIR.

Venice/Robertson Station – ROW Station Option

For the purposes of this document, this term includes the Right-of-way (ROW) Station Option described in the Final EIS/EIR. This station option is also an interim station to be built prior to the construction of the Aerial Station Option listed in the Final EIS/EIR. The Findings in this document are only directed to the Venice/Robertson Station – ROW Station Option. This term may also be called ROW Station Option, if reference to the Venice/Robertson Station is previously mentioned.

Venice/Robertson Station – Aerial Station Option

This term describes the Aerial Station Option as identified in the Final EIS/EIR. The station option is to be built, provided adequate funding is obtained to build the aerial bridge structure and station, along with related parking facilities and transit center. This Station Option follows the implementation of the ROW Station Option, until funding is identified to build the Aerial Station Option. Findings and environmental clearance are being completed for this option to ensure that as funds potentially become available in the future, this option can be considered for implementation.

LRT

This is an abbreviation for Light Rail Transit.

ROW

This is an abbreviation for Right of Way.

FINAL EIS/EIR

This is an abbreviation for the Final Environmental Impact Statement/Environmental Impact Report.

The Project

This is another name for the Revised LPA, also referred to as the Mid-City/Exposition LRT Project.

Exposition Transit Parkway

This is part of the project description. According to the Final EIS/EIR, the Exposition Transit Parkway includes the following components of the Project: Route Alignment and Guideway, Stations, Parking Facilities, Bikeway and Bikeway Facilities, Landscaping, Public Art and Other Transit Parkway Improvements.

2.0 INTRODUCTION

2.1 STATUTORY REQUIREMENTS FOR FINDINGS

The California Environmental Quality Act (CEQA) (Public Resources Code Section 21081), and particularly the CEQA Guidelines (the Guidelines) (14 Cal. Code Regulations, Section 15091) require that:

“No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the 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:

a. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

b. 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.

c. 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.”

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 Project. Project mitigation or alternatives are not required, however, where they are infeasible or where the responsibility for modifying the Project lies with another agency. (CEQA Guidelines, Section 15091 (a), (b).

For those significant effects that cannot be mitigated to a less-than-significant level, the public agency is required to find that specific overriding economic, legal, social, technological, or other benefits of the Project outweigh the significant effects on the environment (see, Pub. Res. Code Section 21081(b)). The Guidelines state in Section 15093 that:

“If the specific economic, legal, social, technological, or other benefits of a propos[ed] project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered ‘acceptable.’”

2.2 RECORD OF PROCEEDINGS

For purposes of CEQA and the findings set forth herein, the record of proceedings for the Metro Board’s decision on the LRT Build Alternative consists of: (a) matters of common knowledge to the Metro Board, including, but not limited to, federal, state and local laws and regulations and (b) the following documents which are in the custody of the Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, Records Management, MS 99-PL-5, Los Angeles, CA 90012:

- Notice of Preparation and other public notices issued by the Project Applicant in conjunction with the proposed Project (Appendix B of the Final EIS/EIR);

- The Draft EIS/EIR, dated April 2001;
- All testimony, documentary evidence, and all correspondence submitted in response to the notice of preparation or the notice of intent or during scoping or by agencies or members of the public during the public comment period on the Draft EIS/EIR and responses to those comments (Volume II of the Final EIS/EIR);
- The Final EIS/EIR dated October 2005 (Volume I of the Final EIS/EIR) including all appendices thereto and those documents that were incorporated therein by reference;
- The Mitigation Monitoring & Reporting Program (Attachment B of the Metro Board Letter);
- Mid-City/Westside Transit Corridor Study; Re-Evaluation/Major Investment Study (MIS);
- All findings, statements of overriding consideration, and resolutions adopted by the Metro Board 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 the Metro Board, Project Applicant, or the consultants to each, relating to the Project;
- All documents submitted to the Metro Board by agencies or members of the public in connection with development of the proposed Project; and
- All actions of the Metro Board with respect to the Mid-City/Exposition Corridor
- All references in the List of References in Exhibit A-2

3.0 LOS ANGELES MID-CITY/WESTSIDE TRANSIT CORRIDOR MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT

3.1 MID-CITY/WESTSIDE CORRIDOR STUDY AREA

The Mid-City/Westside Corridor study area is shown in Exhibit A-1 of these findings and extends west from Flower Street in Downtown Los Angeles and is bordered on the north by Sunset Boulevard, on the west by the Pacific Ocean and the City of Santa Monica, and on the south by Manchester Boulevard and Slauson Avenue. The Study Area encompasses 112 square miles and includes all or portions of the Cities of Los Angeles, Beverly Hills, Santa Monica, Culver City, and unincorporated Los Angeles County (Veteran's Administration, West Los Angeles, and Baldwin Hills).

3.2 THE REVISED LPA

In the Los Angeles Mid-City/Westside Transit Corridor, Mid-City/Exposition Light Rail Transit Project Final EIS/EIR, eleven (11) design options were considered and fully evaluated in addition to the adopted, Locally Preferred Alternative (LPA). The Metro Board adopted the original LPA in 2001 and design options were discussed in the Final EIS/EIR in order to respond to comments received from the Draft EIS/EIR released in 2001. Also, based on comments received in 2001, Metro staff has made recommendations to change the original LPA and implement particular design options found to be more feasible than certain components of the LPA. In this document, "Revised LPA" refers to the original LPA with Metro staff recommended changes. "Revised LPA" also refers to the alternative that has increased feasibility in terms of construction, cost effectiveness, implementation of Mitigation Measures, and public and stakeholder support.

The Revised LPA introduces the light rail transit (LRT) mode to the Mid-City/Westside Corridor. The LRT fixed guideway would operate in a dual track configuration mainly at-grade at selected streets or in an exclusive Metro-owned Right-of-Way (ROW). The Revised LPA is approximately ten miles long and includes eleven stations, of which, two stations will be shared with the existing Metro Blue Line. The Revised LPA includes three grade separations: one below grade segment at Flower and Figueroa Streets, one aerial segment at La Brea Avenue and one aerial segment at La Cienega Boulevard, extending over Ballona Creek to Fay Avenue in Culver City, as well as a possible aerial station at the Culver City terminus of the alignment. There are center or side platform station arrangements for LRT stations at-grade, similar to stations in use on the Metro Gold and Blue Lines and on aerial grade separations similar to Metro Green Line. LRT is electrically powered and receives its electric power from overhead power lines similar to Metro Blue, Gold and Green Lines within the street rights-of-way and in Metro-exclusive ROW, including all grade separations. The Revised LPA will operate through the following segments of the Alignment:

Downtown Los Angeles Connection

The Revised LPA LRT alignment begins at the existing 7th Street/Metro Center station and continues south using a shared existing trackway with Metro Blue Line on Flower Street to the existing Pico Station. The Project's alignment continues south on the same shared trackway until Washington Boulevard. The alignment then branches south from the existing Metro Blue Line alignment utilizing the Flower Street Design Option route, consisting of a new trackway on Flower Street south of Washington Boulevard to a new 23rd Street station at Flower and 23rd Streets. The alignment continues south on Flower Street to a new Jefferson Station at Jefferson and Flower Streets. Both the 23rd Street Station and the Jefferson Station will have side-opposing platforms located on Flower Street. Just south of Jefferson Boulevard, the LRT alignment will enter a 2,290-foot undercrossing, of

which 1,250 feet will be fully depressed. The alignment would use the USC/Exposition Park Undercrossing Design Option, which includes an LRT portal west of Pardee Way in the median of the Exposition ROW. From the LRT portal, the alignment will transition to grade and could include a new optional, at-grade station at USC/Exposition Park near Kinsey Drive, provided that additional becomes available. Also, if enough funding becomes available, the USC/Exposition Park Extended Undercrossing Option could be constructed, which would preclude the optional, at-grade station near Kinsey Drive. This option is not currently a part of the Metro staff recommended Revised LPA. Findings and environmental clearance is occurring to ensure that as these options could be implemented without further environmental approvals.

Mid-Corridor

Continuing west at-grade on the median of the Exposition ROW, the LRT alignment will operate from Vermont Station to Western Station. These stations will have side and split platforms located close to street intersections. The LRT alignment will then continue to operate in the ROW median until Gramercy Place, where the LRT will operate in a side running configuration west of Gramercy Place in the Exposition ROW, along Exposition Boulevard. From a point west of Gramercy Place, the LRT will utilize train signals and crossing gates to operate through at-grade crossings until Crenshaw Station. A new shared-use parking facility is proposed at this station. Crenshaw Station will utilize side and split platforms. Train operations across Crenshaw Boulevard will be at-grade using City traffic signal controls. Continuing west, the alignment will run in the median of the Exposition ROW until Farmdale Avenue. The alignment then returns to a side running configuration until Rimpau Avenue, where the aerial grade separation begins. A new La Brea Station will be located on the aerial bridge structure over La Brea Avenue. The aerial bridge will span approximately 1,870 feet from Rimpau Avenue to Alsace Avenue west of La Brea Avenue. Exposition Boulevard terminates in the Mid-Corridor segment at La Brea Avenue. The LRT alignment will run at-grade between Alsace Avenue and Clyde Avenue, where another aerial grade separation will begin at Clyde Avenue to the La Cienega Station.

Within this segment Class II bike lanes would be installed on the north and south sides of Exposition Boulevard beginning west of Vermont Avenue. The bike lanes would continue west on until Harcourt Avenue, near La Brea. The bike lanes will transition from Exposition Boulevard to Jefferson Boulevard via Harcourt Avenue. Bike lanes will be located on-street on the north and south sides of Jefferson Boulevard from Harcourt Avenue to La Cienega Boulevard.

West End

The La Cienega Station will span over La Cienega Boulevard on the aerial bridge structure in the Exposition ROW. A new parking facility and transit center is proposed for the southeast corner of La Cienega and Jefferson to serve the La Cienega station. The parking facility site is currently owned by the City of Los Angeles.

The Revised LPA would utilize the Jefferson Boulevard Design Option. This option entails a grade separation at La Cienega Boulevard in an aerial bridge structure including the La Cienega Station as described above. This aerial bridge will be approximately 2,970 feet long running from Clyde Avenue in the City of Los Angeles, continuing past La Cienega Station to Jefferson Boulevard, then over Ballona Creek and returning back to grade just east of Fay Avenue in Culver City. The proposed LRT bridge structure would pass above the existing, single track historic railroad bridge over Ballona Creek which would be retained.

A short segment of Jefferson Boulevard, west of La Cienega Boulevard, would be widened along the north side to accommodate additional turning and through traffic lanes on Jefferson Boulevard.

Land acquisition would occur at this corner. A new left turn configuration from Jefferson Boulevard northbound to National Boulevard westbound is also part of this Design Option, along with street realignment to combine National Boulevard into an east-west boulevard while also connecting National Boulevard to Jefferson Boulevard east of Ballona Creek. The existing westbound National Boulevard bridge over Ballona Creek will be converted into a bicycle bridge, where cyclists will transition from a Class II bike lanes on the north and south sides of Jefferson Boulevard east of the bridge to a Class I bike path west of the bridge.

Continuing west after the LRT alignment returns to grade west of Fay Avenue, the existing Hayden crossing will be removed. National Boulevard in Culver City will be widened to become a combined east-west boulevard. An interim at-grade Venice/Robertson station will be located on the Exposition right-of-way, east of National Boulevard and adjacent to Wesley Street. This is known as the Venice/Robertson Station – ROW Station Option or ROW Station Option. This station will be a temporary terminus for the Project until Metro is able to construct an aerial structure running from Wesley Street westward to span over Venice Boulevard, where at that time, the station will be relocated onto the bridge structure the Aerial Station Option will be implemented and LRT service will extend to the new aerial station located within the Exposition ROW.

The bikepath will connect to the LRT station at Wesley Street. Cyclists will continue on a Class III bike route from Wesley Street and Washington Boulevard to cross National Boulevard, then through a new bicycle and pedestrian promenade on the Exposition ROW between Washington Boulevard and Venice Boulevard. Cyclists will then connect to the Class I Exposition West Bike path across Venice Boulevard and north on the Exposition ROW. Parking facilities will be provided along the Exposition ROW between Washington and National Boulevards, between Venice and Washington Boulevards and then on the Exposition ROW north of Venice Boulevard. The parking facility and pedestrian promenade will be built on an interim basis, in coordination with the ROW Station Option. The parking facility and other transit amenities listed above would be renovated or added when the Aerial Station Option is constructed, provided that funds are available.

3.3 PROJECT GOALS AND OBJECTIVES

The goals and objectives of the Los Angeles Mid-City/Westside Transit Corridor, Mid-City/Exposition Light Rail Transit Project Final EIS/EIR have been developed from the extensive corridor and systems planning studies carried out over the past ten years, including the Mid-City/Westside Major Investment Re-Evaluation Study of 1999. Based on these planning and community involvement activities, the following goals and objectives listed were used. They are based on established transportation and land use goals and objectives of the major government jurisdictions within the study area, including the Cities of Los Angeles and Culver City. These goals and objectives were utilized in the development and evaluation alternatives considered in the Final EIS/EIR.

1. Improve access and mobility for residents, employees, and visitors to the Mid-City/Westside Corridor.
 - Provide direct service to employment opportunities
 - Provide direct service to education, medical, shopping, and cultural opportunities
 - Minimize total travel times
 - Maximize transit ridership
 - Promote an integrated multi-modal transit system allowing convenient transfers
 - Provide convenient access and improve connectivity to the regional transit system
 - Provide for the long-term expansion of the future transit system
2. Support land use and development goals as stated in City of Los Angeles and City of Culver City plans for:

- Community plan consistency
 - Regional plan consistency
 - Joint development opportunities
 - Increased land use intensity in transit station areas
 - Mixed-use commercial/residential development
 - Creation a pedestrian-oriented environment
 - Enhanced urban design features
3. Achieve local consensus by ensuring that the process is responsive to the community and policy-makers.
- Define the desired transit system attributes from a community perspective
 - Maximize the opportunities for community and resident input
 - Enhance the public image of the proposed transit improvements
 - Build community and political support through effective communication and integration with local and regional plans
4. Provide a transportation project that is compatible with and enhances the physical environment wherever possible.
- Implement an alternative that minimizes adverse impacts on the environment
 - Minimize air pollution
 - Minimize noise pollution
 - Minimize vibration impacts
 - Minimize the disturbance of public facilities
 - Minimize impacts on cultural resources, such as those that are historic, archaeological, or involve parkland
 - Conform to all local, state, and federal environmental regulations
5. Provide a transportation project that minimizes adverse impacts on the community.
- Minimize business and residential dislocations, community disruptions, and damage to property
 - Avoid creating physical barriers, destroying neighborhood cohesion, or diminishing the quality of the human environment
 - Minimize traffic and parking impacts
 - Minimize impacts during periods of construction
6. Provide a transportation project that is reasonably within budget constraints for both capital and operating expenses.
- Ensure adequate local funding commitments to secure federal and state contributions
 - Ensure adequate operating funds
 - Ensure fiscal consistency with Metro's current financial plan
 - Minimize right-of-way costs by using land previously acquired by Metro

4.0 SIGNIFICANT EFFECTS DETERMINED TO BE MITIGATED TO A LESS-THAN-SIGNIFICANT LEVEL

Below are the determinations of the Metro Board regarding the environmental effects, significant impacts, and corresponding Mitigation Measures of the Mid-City/Exposition LRT Project organized by topic area. These determinations or findings address the effects of the Metro staff recommended Revised LPA. Three separate, additional options are also evaluated that are not currently a part of the Revised LPA. Those options include the: USC/Exposition Park Extended Undercrossing Option, USC/Exposition Park Kinsey Station, and Venice/Robertson Design Option – Aerial Station (refer to Section “1.0 Glossary of Terms” in this document for descriptions of these options). These three additional options require findings and environmental clearance to ensure that as potential future funds become available, either or all of these options can be considered for implementation. According to the Final EIS/EIR, no significant impacts were determined for the optional USC/Exposition Park Kinsey Station option (further discussion in Section “6.0 Effects Determined Not to be Significant or Less Than Significant”).

This section is arranged by numbered topic area per the Final EIS/EIR. Many of the main topic areas have numbered sub-topic areas under which numbered impacts are listed and described. Unless otherwise stated, the narrative of the impact applies to the components and/or options identified as part of the Revised LPA. Impacts listed that only apply to specific options of the Revised LPA, or options that are not a part of the Revised LPA will be identified as such by name. Each impact discussion is followed by numbered Mitigation Measures that are arranged by corridor subarea (*in italics*) and Revised LPA component, then by option (if applicable). Determination of findings by the Metro Board follows the list of Mitigation Measures for each impact described.

4.1 TRAFFIC

4.1.1 Intersection Operation Impacts

Impact 4.1.1 Thirty-eight traffic intersections were evaluated in the Project area to predict the 2020 Levels of Service (LOS) with implementation of the Revised LPA utilizing Los Angeles Department of Transportation (LADOT) criteria (2000) for intersections within the City of Los Angeles and County of Los Angeles Traffic Impact Analysis Guidelines (1997) for intersections within the County of Los Angeles. Applying these standards, a total of 12 intersections were found to be significantly impacted prior to implementation of mitigation. Impacts at all 12 intersections can be mitigated to a level that is less-than-significant as discussed in the findings below.

Mitigation Measures for Impact 4.1.1 The following physical and operational improvements to the affected intersections shall be implemented:

Downtown Los Angeles Connection

Flower Street Design Option

Mitigation Measure 4.1-1. Flower Street and Adams Boulevard – Modify signal timing and phasing to accommodate the new additional LRT phase and configure Flower Street southbound lane to accommodate: one shared through/right-turn lane, one through lane and one shared through/left-turn lane.

Mitigation Measure 4.1-2. Flower Street and Jefferson Boulevard – Modify signal timing and phasing to accommodate the new additional LRT phase and configure Flower Street southbound lane

to accommodate: one shared through/right-turn lane, one through lane and one shared through/left-turn lane.

Mitigation Measure 4.1-3. Vermont Avenue and Exposition Boulevard – Convert Exposition Boulevard eastbound and westbound shared through/left-turn lanes to exclusive left-turn lanes. Signal timing and phasing will be modified to accommodate protected left-turn phases for all approaches.

Mid-Corridor

Mitigation Measure 4.1-4. Normandie Avenue and Exposition Boulevard – Configure Exposition Boulevard westbound lane to accommodate one exclusive left-turn lane, one through lane, and one shared through/right-turn lane. The same configurations will apply to Normandie Avenue southbound lane except there will be two through lanes instead of one. Signal timing and phasing will be modified to accommodate protected left-turn phases for all approaches.

Mitigation Measure 4.1-5. Western Avenue and Exposition Boulevard – Add an exclusive left-turn lane to Western Avenue northbound and southbound to accommodate one exclusive left-turn lane, one through lane and one shared through/right-turn lane. Signal timing and phasing will be modified to accommodate protected left-turn phases for all approaches.

Mitigation Measure 4.1-6. Arlington Avenue and Exposition Boulevard – Add an exclusive left-turn lane to Arlington Avenue northbound to accommodate one left-turn lane, one through lane and one shared through/right-turn lane. Configure Exposition Boulevard eastbound and westbound lanes with one exclusive left-turn lane and one shared through/right-turn lane. Arlington Avenue southbound left-turn shall be prohibited and signal timing and phasing will be modified to protect left-turn phases for the northbound and eastbound approaches.

Mitigation Measure 4.1-7. Crenshaw and Exposition Boulevard – Configure Exposition Boulevard eastbound and westbound lanes with one exclusive left-turn lane and one shared through/right-turn lane. Signal timing and phasing will be modified to protect left-turn phases for the eastbound and westbound approaches. Install a new traffic signal at the Crenshaw Boulevard and 36th Street intersection.

West End

La Cienega Station Southeast Parking Facility

Mitigation Measure 4.1-8. La Cienega and Jefferson Boulevard – Signal timing will be modified to “permissive” for the Jefferson Boulevard eastbound and westbound approaches. The eastbound approach and departures will be converted to accommodate a left-turn lane, two through lanes, and a through/right-turn lane. Removal of parking will be necessary to accommodate the eastbound approach reconfiguration and eastbound departure. The La Cienega Boulevard southbound approach will be converted to accommodate two left-turn lanes, three through lanes, and a right-turn lane.

Mitigation Measure 4.1-9. La Cienega Boulevard and Rodeo Road – Convert Rodeo Road westbound approach to two left-turn lanes, two through lanes, and a right-turn lane.

Mitigation Measure 4.1-10. Jefferson and National Boulevard -- Jefferson Boulevard southbound approach configuration will be converted to accommodate a right-turn lane, a through/right-turn lane, and one through lane.

Jefferson Boulevard Design Option

Mitigation Measure 4.1-8 through 4.1-10 above applies to this option.

Venice/Robertson Station – ROW Station Option and Aerial Station Option

Mitigation Measure 4.1-8 through 4.1-10 above applies to this option.

Mitigation Measure 4.1-11. Washington and National Boulevard —National Boulevard westbound approach and departures will be converted for a left-turn lane, two through lanes, and a through/right-turn lane. Additional Metro right-of-way and removal of parking will be required to accommodate new approach configuration. Additional right-of-way would be required to accommodate the southbound right-turn lane between Venice and Washington Boulevards. The National Boulevard southbound departure would require additional right-of-way (on the southeast corner of Washington & National) to accommodate the realignment and three departure lanes.

Mitigation Measure 4.1-12. Venice and National Boulevard —Venice Boulevard eastbound and westbound approaches will be converted to accommodate two left-turn lanes, three through lanes, and a right-turn lane. The existing pavement will be widened utilizing some of the median and sidewalks on Venice Boulevard.

Findings for Impact 4.1.1 The Metro Board finds that the proposed physical and operational improvements (Mitigation Measures 4.2-1 through 4.2-12) to the twelve intersections identified above are feasible, that the improvements can be accomplished within the existing public right-of-way (with additional right-of-way acquisition as well as appropriate street widening in some areas), and that the resulting level of service and operational improvements at these intersections would reduce impacts to a less-than-significant level as defined by the Level of Service standards set forth in the Final EIS/EIR. The Mitigation Measures for the Downtown Los Angeles Connection would alleviate concerns regarding LRT operations along the east curb of Flower Street and traffic concerns surrounding the Jefferson and Vermont Stations, while maintaining intersection throughput and turning movements. The Mitigation Measures for Mid-Corridor would alleviate traffic concerns surrounding the Western and Crenshaw Stations, while maintaining intersection throughput and turning movements at these locations. The Mitigation Measures in this alignment segment also validate that appropriate steps are taken to maintain level of service, capacity and turning movements at intersections at locations with at-grade LRT crossings. This confirmation of traffic analysis supports the M2 process of Verification and Final Technical Recommendation of the Metro Grade Crossing Policy for LRT. The Mitigation Measures listed in the West End segment accommodates turning movements, capacity and circulation movements to and from the parking facilities at the La Cienega and Venice Robertson Station – ROW Station Option. The Venice Robertson Station – ROW Station Option removes from further consideration all at-grade crossings at Washington and National Boulevards and the Exposition ROW since the station location is east of National Boulevard. The Venice Robertson Station – Aerial Station Option removes from further consideration all at-grade crossings at Washington and National Boulevards since the alignment and station will be grade separated at these points. The Metro Board finds, that with adoption of these improvements, traffic impacts would be reduced to a less-than-significant level.

4.1.2 Traffic Circulation and Freeway Accessibility Impacts

Impact 4.1.2 Local neighborhood traffic patterns and access to freeway ramps along the right-of-way corridor may be affected. Street closures in certain residential areas, temporary LRT operating procedures due to special events at USC/Exposition Park, and traffic congestion associated with the Venice/Robertson Station and freeway ramps have been determined to have significant traffic impacts.

Mitigation Measure for Impact 4.1.2 The following Mitigation Measure shall be implemented:

Revised LPA

Mitigation Measure 4.1-14. Neighborhood Traffic Control –The need for traffic calming measures and traffic calming programs will be assessed for the residential streets adjacent to the Exposition Corridor in coordination with local residents. Neighborhood traffic control will be achieved by three means: (1) conveying specific controls to drivers and pedestrians such as stop signs, speed limit signs, turn prohibition signs, one-way street designations, yield signs, flashing signals and other similar controls; (2) geometric features of the road that physically restrict and prevent vehicle movement (median barriers, semi-diverters, cul-de-sacs and others); and (3) complete street closures to divert traffic to alternate routes and accomplish a desired goal. City of Los Angeles General Plan Transportation Element changes may be necessary in order to facilitate the implementation of this measure. The Transportation Element of the General Plan is referenced in the FEIS/EIR. It is recommended that the City of Los Angeles include as part of a General Plan amendment that Exposition Boulevard and the Exposition ROW be considered as a comprehensive Transit Priority Corridor, so that all applicable policies regarding transit priority street segments and streetscape design guidelines apply to this Corridor. Also, it is recommended that plans addressing traffic calming such as curb extensions and pedestrian issues be reviewed by the City’s Pedestrian Advisory Committee, as part of the implementation process of the proposed Project.

Metro will continue to work with Culver City to ensure that Neighborhood Traffic Control strategies are compatible with the Culver City General Plan and Design For Development Plan.

Mitigation Measure 4.1-15. Special Event Strategies – A “Bus Bridge” plan and a “Traffic Control” plan shall be developed with the City of Los Angeles for special events that would require the closure of Exposition Boulevard.

West End

Venice/Robertson Station – ROW Station Option and Aerial Station Option

Measure 4.1-16. Robertson Boulevard I-10 Ramps --Metro will contribute \$100,000 toward a study that will identify possible improvements and reconfiguration of freeway ramps and connecting arterial streets. The study will include review and coordination by the City of Los Angeles, Culver City, and Caltrans. The recommendations from the Multi-modal Mobility study of the Venice/Robertson Station conducted by the Westside Cities would also facilitate the implementation of this measure. Conclusions of this study would address possible neighborhood traffic and freeway ramp traffic impacts.

Findings for Impact 4.1.2 The Metro Board finds that neighborhood traffic control measures, special event strategies near USC/Exposition Park, and studying the possible I-10 Freeway ramps reconfiguration near the Venice/Robertson Station would reduce the identified traffic impacts to less-than-significant levels.

4.2 PARKING

4.2.1 Replacement Parking

Impact 4.2.1 Revised LPA on-street parking space losses by alignment segment are as follows:

Downtown Los Angeles Connection. Between 17th Street and Exposition Boulevard on Flower Street, 53 on-street spaces would be removed and an additional 90 spaces would have restricted parking. On Exposition Boulevard between Watt Way and Vermont, 38 on-street spaces would be removed as a result of the USC/Exposition Park Undercrossing Option.

Mid-Corridor. Along Jefferson Boulevard in the Mid-Corridor, approximately 512 on-street parking spaces would be removed. Observations count an additional 350 on-street spaces that are either underutilized or would be provided as a part of the Project to absorb this parking loss. In addition, a parking facility is proposed for the Crenshaw and La Cienega Stations and industrial uses exist along this stretch of the alignment, which exhibit areas of underutilized on-street parking that LRT patrons could utilize. In this segment, patrons will also be encouraged to use buses as their mode of arrival to LRT stations.

West End. Five on-street parking spaces would be removed within this segment.

Mitigation Measure for Impact 4.2.1 The following Mitigation Measures will be implemented:

Downtown Los Angeles Connection

Flower Street Design Option

Mitigation Measure 4.2-1. Parking restrictions prohibiting parking during P.M. peak traffic hours shall be implemented on the west side of Flower Street between 17th Street and Exposition Boulevard.

Mid-Corridor

Mitigation Measure 4.2-2. To absorb the parking loss of on-street spaces along the north side of Jefferson Boulevard between Carmona Avenue and La Cienega Boulevard, 75 parking spaces in the La Cienega Station parking facility will be dedicated for local residents' use.

Mitigation Measure 4.2-3. Street configuration on Jefferson Boulevard between Carmona Avenue and La Brea Avenue will be redesigned to accommodate the 50 additional on-street parking spaces, which will reduce parking space loss impacts.

Findings for Impact 4.2.1

Downtown Los Angeles Connection. The Metro Board has determined that the loss of 91 on-street parking spaces in the Downtown Los Angeles Connection Flower Street segment of the Project will be reduced to a less-than-significant level by the restriction of on-street parking to only peak travel hours (Mitigation Measure 4.2-1). At all other times, curb parking on the west side of Flower Street would be allowed. The Metro Board also finds that the loss of 38 on-street metered parking spaces on Exposition Boulevard between Figueroa Street and Vermont Avenue will be offset by the extensive reservoir of off-street parking supply at Exposition Park, as well as those by the off-street parking supply provided at USC in various new parking structures and has determined that the on-street parking loss in this segment is not significant.

Mid-Corridor. The Final EIS/EIR discloses that the loss of on-street parking along Jefferson Boulevard is of greatest concern in the area between Carmona Avenue and La Cienega Boulevard where on-street spaces are used by adjacent single family homes and apartments as well as the area

between Carmona and La Brea Avenues where there are scattered retail businesses and apartments toward the eastern end of the segment. Between Carmona Avenue and La Cienega Boulevard, approximately 114 spaces would be removed. In response, the Metro Board finds that the implementation of Mitigation Measure 4.2.2 to provide 75 designated residential spaces within the La Cienega Station parking structure would reduce parking loss to a less-than-significant level. Between La Brea Avenue and Carmona Avenue, approximately 133 spaces would be removed and Mitigation Measure 4.2-3 would create 50 on-street spaces by street design measures. Spaces are not replaced on a one-for-one basis based on observed parking space utilization and because field surveys indicate there is additional on-street parking capacity on adjacent side streets. Based on these facts, the Metro Board has determined that Mitigation Measures 4.2-3 would reduce on-street parking loss to a less than-significant level. In all other areas along Jefferson Boulevard –which are predominantly industrial-- the Metro Board has determined after the evaluation of parking utilization surveys and field observations that there is currently an extremely low parking utilization and there is adequate capacity on adjacent streets to absorb the actual used on-street parking loss and that impacts would be less-than-significant. Also, along the portion of Exposition Boulevard between Vermont Avenue and La Brea, the Metro Board has concurred with the conclusions of the Final EIS/EIR that there is adequate on-street parking capacity along Exposition Boulevard to absorb parking demand, as well as additional on-street parking capacity on adjacent side streets. As such, the Metro Board finds that on-street parking loss in this Exposition Boulevard segment are reduced to a less-than-significant level.

West End. The five on-street spaces removed in this segment will be absorbed and replaced by the spaces that will be available as a part of the Venice/Robertson Station parking facilities.

Considering the above facts, the Metro Board finds that all on-street parking spaces removed as part of the implementation of the Revised LPA will be replaced and mitigated. The construction of the specified parking facilities, adjusted parking restrictions, reconfiguration of streets and addition of parking spaces, and utilization of underused on- and off-street parking spaces will mitigate significant parking impacts to less-than-significant levels.

4.2.2 Spillover Parking

Impact 4.2.2 Spillover parking can occur at stations where no parking is provided or where inadequate parking is provided. The Final EIS/EIR has concluded that spillover parking may be expected at stations where no parking is provided. These stations include 23rd Street, Vermont, Western, and La Brea Avenues. Spillover parking in these station areas would have adverse effects on adjacent residences, schools and businesses. For stations where parking is provided (e.g. Crenshaw, La Cienega and Venice/Robertson Stations), the Final EIS/EIR has concluded that the 1,500 spaces provided are sufficient to meet opening day demand in 2012 and that re-evaluation to determine whether the number of additional spaces projected in the Metro Travel Demand Model (approximately 740 additional spaces) is needed in the year 2020.

Mitigation Measures for Impact 4.2.2 The following Mitigation Measures will be implemented:

Revised LPA

Mitigation Measure 4.2-4. The following Mitigation Measures shall be implemented in the areas adjacent to the LRT station where no station parking facility is provided, and local jurisdictions determine that spillover parking is causing a significant impact. In the event that this measure does not mitigate the impact fully, Metro will pay the organizing cost of preferential parking zones for residents. Some combination of the following four basic control approaches shall be implemented to reduce impacts of Metro patron parking in neighborhoods:

- Prohibit on-street parking
- Time-limited parking
- Resident permit parking
- Non-resident permits for registered car-poolers who work in the zone

Mitigation Measure 4.2-5. Re-evaluation of year 2020 parking demand will occur after opening day of the Project at the parking facilities of the Crenshaw, La Cienega, and Venice/Robertson Stations. The status and operation characteristics of the LRT will be evaluated taking into account bus feeder service and potential extension of the line to Santa Monica. Based on this evaluation, the number of spaces actually needed in 2020 will be provided by Metro.

Findings for Impact 4.2.2 The Metro Board finds that implementation of Mitigation Measure 4.2.4 to implement a menu of applicable parking restrictions in station areas in coordination with local jurisdictions would encourage station patrons to use alternate modes, such as bus, bicycle, walking, etc., to access stations and, thus, reduce the potential for spillover parking to a less-than-significant level. The implementation of Clean Mobility Centers and off and on-street transit centers will help increase mode-split on other modes and reduce spillover parking. The Metro Board also finds that implementation of Mitigation Measure 4.2.5, which commits Metro to specifically re-evaluate parking demand at the three stations where parking is provided and to create the number of new spaces needed based on this evaluation, would provide adequate parking for the year 2020 and, thus, reduce the potential for spillover parking to a less-than-significant level. Moreover, parking demand may also be evaluated separately, as the line extends beyond the Venice/Robertson Station, and at other stations with and without parking.

4.3 LAND USE/NEIGHBORHOODS

4.3.1 Land Use Compatibility

Impact 4.3.1 The parking structure and transit center that will be located next to the La Cienega Station would be located on the same site as a proposed City air treatment facility, resulting in a possible land use incompatibility and a significant effect on the neighborhood. Also, with the construction of the Venice/Robertson ROW Station Option and Aerial Station Option, integration of the station into the existing and planned character of Culver City would have to be carefully monitored for land use compatibility.

Mitigation Measures for Impact 4.3.1 The following Mitigation Measures will be implemented:

West End

La Cienega Station Southeast Parking Facility

Mitigation Measure 4.3-1. Accommodation of the air treatment facility within or adjacent to the La Cienega Station parking facility and transit center will be evaluated and accomplished by preparing station area design guidelines prior to the construction phase of the line.

Mitigation Measure 4.3-2. Prior to the construction phase of the LRT line, architectural feasibility studies and programming will be conducted to evaluate the possible accommodation of the parking facility, transit center, and other transit-oriented uses with the existing plans for the air treatment facility at the same location. These studies will provide screening and/or use separation between the air treatment facility and the transit-oriented uses, so that these measures are implemented during Final Design. The study must demonstrate that the Parking Facility would be oriented to clarify

possible ways in which the adjacent Air Treatment Facility, Parking Facility, transit center and other transit-oriented uses can co-exist and be compatible with the surrounding neighborhood.

Venice/Robertson Station – Aerial Station Option

Mitigation Measure 4.3-3. If the Aerial Station Option is selected for the eventual western terminus, Metro will coordinate with Culver City regarding station area planning to ensure land use compatibility prior to construction of the Project.

Findings for Impact 4.3.1 The Metro Board has determined that site-specific design guidelines and architectural feasibility studies are necessary to insure that Project-related land use changes are compatible with adjacent residential and business areas. It is the Metro Board's expectation that these supplementary studies will be conducted with full public and stakeholder input and in close coordination with the planning departments of both the Cities of Los Angeles and Culver City. The Metro Board has determined that the results of these processes and studies are to be incorporated into the final design and construction specifications of the Project. La Cienega Station area design guidelines and architectural feasibility studies will aid in clarifying the possible ways in which the air treatment facility and transit-oriented uses could exist adjacent to each other without impacting the surrounding neighborhoods and reduce impacts due to incompatible uses. Metro and the City of Los Angeles will coordinate these studies to be consistent with the goals and policies of the City of Los Angeles and Metro Land Use Transportation Policy and the City of Los Angeles General Plan Framework, Transportation Element. Also, communication and planning coordination with the City of Culver City prior to the construction of the Venice/Robertson Aerial Station Option would prevent inappropriate land use incompatibilities between the station and the surrounding/existing land uses. These supplementary studies would be compatible with the Culver City General Plan and the Design For Development Plan. Metro will continue to work with Culver City to resolve transit issues for the ROW Station Option. Continuing coordination between Metro and Culver City will be made to address permanent station amenity issues such as transit center location and Clean Mobility Center location within the Station Vicinity Area of the Aerial Station Option.

Based on the successful completion of these supplementary studies and their incorporation into the Project design, the Metro Board has determined that land use compatibility impacts will be reduced to a less-than-significant level.

4.4 LAND ACQUISITION, DISPLACEMENT, AND RELOCATION

4.4.1 Acquisition and Relocation

Impact 4.4.1 Acquisition of property along the Exposition ROW and outside the alignment will be necessary to implement the Revised LPA. A total of 19 partial property takes and two full property takes would be required to implement the LPA, with similar property acquisition requirements to the implementation of the Revised LPA. A total of 20 partial and 4 full business/commercial-related property takes may be necessary to implement the Revised LPA. The construction of a cul-de-sac by the City of Los Angeles on 3rd Avenue in the Mid-Corridor will require the acquisition of portions of four additional parcels. This acquisition will not be required if the City decides to close 3rd Avenue without constructing a cul-de-sac.

The Jefferson Boulevard Design Option will require the acquisition of one parcel and the displacement of three businesses to accommodate the north side widening. These impacts have been determined to be significant and will be mitigated.

The interim Venice/Robertson ROW Station Option will require an easement on the east/north side of National Boulevard south of Washington Boulevard. This easement is required because there is currently no sidewalk on this side of National Boulevard adjacent to the station and a sidewalk is required. It is Metro's understanding that the Culver City Design For Development (DFD) For Exposition Light Rail Transit And Station Area will require a dedication of the sidewalk area when the affected property is redeveloped. In the interim, however, Metro will seek an easement to construction the sidewalk needed for Project station pedestrian access. The construction of the sidewalk would require the demolition of a commercial storage building.

Breakdown of Partial and Full Business Property Takes that May be Necessary to Implement the Project:

Partial Takes:

- 8803 Washington Boulevard
- National & Washington Boulevard (parking lots)
- 8803 Washington Boulevard
- 8824 National Boulevard
- 8828 National Boulevard
- 8830 National Boulevard
- 8836 National Boulevard
- 8838 National Boulevard
- 8786 Washington Boulevard
- 8770 Washington Boulevard
- Wesley Street parking lot for local business
- 3410 South La Cienega Boulevard
- 3433 Farmdale Avenue
- 3790 2nd Avenue
- 3788 Arlington Avenue
- 3798 Arlington Avenue
- 3775 Vermont Avenue
- 3667 McClintock Avenue
- South Flower Street & 37th Street
- 419 Washington Boulevard

Full Takes:

- 3351 La Cienega Place
- 2827 Exposition Place
- 3763 Normandie Avenue
- 3601 South Flower Street

Mitigation Measure for Impact 4.4.1 The following Mitigation Measures will be implemented:

Downtown Los Angeles Connection

Flower Street Design Option

Mitigation Measure 4.4-1. Metro compliance with the federal *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970* and the California State revised *California Relocation*

Act will substantially alleviate the potential effects of property acquisition and the displacement of persons and businesses. The federal act mandates that Metro make payments and certain relocation services available to eligible residents, businesses, and nonprofit organizations that were have been displaced as a result of the Revised LPA. The *California Relocation Act* applies in the absence of federal funds and/or involvement if a public entity undertakes a project and consequently must provide relocation assistance and benefits.

Downtown Los Angeles Connection and Mid-Corridor

Mitigation measure 4.4-1 above applies to the Downtown Los Angeles Connection and Mid-Corridor.

Mitigation Measure 4.4-2. Coordinate with the City of Los Angeles during the Final design of the line to assess the feasibility of closing 3rd Avenue without constructing a cul-de sac would eliminate the need to acquire four additional parcels of land.

Mitigation Measure 4.4.3. Coordinate with the City of Culver City during Final design to establish the easement dedication and sidewalk construction process.

West End

Jefferson Boulevard Design Option

Mitigation Measures 4.4-1 above applies to this option.

Venice/Robertson Station – ROW and Aerial Station Options

Mitigation Measures 4.4-1 above applies to these options.

Findings for Impact 4.4.1 The Metro Board finds that implementation of Mitigation Measures 4.4.1 will reduce significant impacts of land acquisition and the need for relocation services as a result of the Revised LPA to less-than-significant levels. Compliance with the above federal and state laws will provide assistance, fair treatment, and just compensation to those whose property was acquired by Metro to implement the Revised LPA. As described in Mitigation Measure 4.4.2, coordination with the City of Los Angeles will aid in possibly decreasing the number of properties that must be acquired for the construction of the line. As described in Mitigation Measure 4.4.3, coordination with the City of Culver City would facilitate agreements, acquisitions and/or easements of private property for the interim station sidewalk. In light of the coordination between Metro and affected jurisdictions as specified in Mitigation Measures 4.4.2 and 4.4.3, the Metro Board also finds that land acquisition impacts will be reduced to a less-than-significant level.

4.4.2 ROW Leases

Impact 4.4.2 The Final EIS/EIR has disclosed that implementation of the Project will require the termination of approximately 71 right-of-way leases between Metro and private parties and the partial or full acquisition of 24 parcels that may result in the displacement of businesses and employees. Most of these leases are currently on a month-to-month basis; however, the termination of these leases may adversely affect some business operations and could result in the need for relocation or other forms of business assistance.

Mitigation Measures for Impact 4.4.2 The following Mitigation Measures will be implemented:

Downtown Los Angeles Connection and Mid-Corridor

Mitigation measure 4.4-1 above applies to the Downtown Los Angeles Connection and Mid-Corridor.

West End

Venice/Robertson Station – ROW Station Option

Mitigation Measures 4.4-1 above applies to this option.

Findings for Impact 4.4.2 The Metro Board finds that while most right-of-way leases are month-to-month and can be terminated without further action, some businesses may be eligible for relocation advisory services and benefits under applicable federal and state laws governing relocation assistance and property acquisition procedures. The potential effect of the lease terminations and property acquisitions will be substantially mitigated through compliance with the applicable laws. With implementation of this measure, the Metro Board has determined that any unanticipated adverse effects from the termination of leases or acquisition of property on local businesses will be reduced to a less-than-significant level.

4.5 EQUITY AND ENVIRONMENTAL JUSTICE CONSIDERATIONS

4.5.1 Acquisition and Displacement

Impact 4.5.1 Businesses located along the Revised LPA alignment may be directly or indirectly significantly impacted by the implementation of the Revised LPA. Direct impacts will consist of the acquisition and displacement of a local business. Indirect impacts will consist of decreased patronage due to loss of parking or customers, increased competition due to close proximity to similar businesses, and decreased patronage due to conflicting land uses. Implementation of the Jefferson Boulevard Design Option as part of the Revised LPA will displace three businesses with respect to the North Widening.

Mitigation Measures for Impact 4.5.1 The following Mitigation Measures will be implemented:

Downtown Los Angeles Connection and Mid-Corridor

Mitigation Measures 4.4-1 and 4.4-2 in Section 4.4 Land Acquisition, Displacement, and Relocation above will apply to impacts occurring in the Downtown Los Angeles Connection and Mid-Corridor.

West End

Jefferson Boulevard Design Option

Mitigation Measures 4.4-1 and 4.4-2 in Section 4.4 Land Acquisition, Displacement, and Relocation above will apply to this option's impact of the North Widening.

Findings for Impact 4.5.1 The Metro Board finds that the Mitigation Measures listed above will reduce significant equity and environmental justice impacts related to acquisition and displacement to less-than-significant levels. Compliance with the listed federal and state laws and coordination with the City of Los Angeles to avoid additional property acquisition will promote the fair treatment and compensation of all residents and businesses affected by the line.

4.5.2 Parking

Impact 4.5.2 The loss of on-street parking in the Mid-Corridor segment of the Revised LPA will result in a possible significant impact on the lower income and minority populations living or working in the vicinity of the line. The loss of on-street parking spaces may affect businesses located along the Flower Street portion of the alignment between Washington and Exposition boulevards.

Mitigation Measures for Impact 4.5.2 The following Mitigation Measures will be implemented:

Mid-Corridor

Mitigation Measures 4.2-2, 4.2-3, and 4.2-4 listed in Section 4.2 Parking above will apply to the original LPA/Mid-Corridor.

Findings for Impact 4.5.2 See Findings for Impact 4.2.1 (Parking), the Metro Board finds that potential equity and environmental justice impacts related to parking losses will be effectively mitigated to less-than-significant levels with implementation of the mitigation measure identified above in Section 4.2 Parking.

4.6 VISUAL QUALITY

4.6.1 Landscaping Impacts

Impact 4.6.1 Landscaping in existing Exposition Boulevard median would be removed. Under Flower Street Design Option there would be removal of tall palm trees that currently line Flower Street between Washington Boulevard and the I-110 Freeway.

Mitigation Measures for Impact 4.6.1 The following Mitigation Measures will be implemented:

Revised LPA

Downtown Los Angeles Connection

Mitigation Measure 4.6-1. Wherever feasible (as determined by a qualified arborist), specimen trees within the existing median shall be relocated to be incorporated into the landscape plan or along adjacent sidewalks where space permits as part of the implementation of guidelines for the Landscape Element of the Exposition Transit Parkway. Landscape guidelines shall be prepared before the construction phase of the Project.

Mitigation Measure 4.6-2. An embedded trackway enhanced with decorative surfaces shall be included as part of the ROW landscaping of the LRT alignment adjacent to Exposition Park.

Mitigation Measure 4.6-3. Metro shall conduct an urban design study with the City of Los Angeles before Final design to develop design guidelines for tree location and replacement. Community input shall be included as part of the study. Landscape guidelines for the Flower Street Transit Parkway Improvements will be prepared using the Landscape Element of the Exposition Transit Parkway as reference to the urban design study. As a result of the urban design study, guidelines for tree replacement consistent with City requirements would be established.

Findings for Impact 4.6.1 The Metro Board finds that a key component of the proposed Project is the “parkway” landscaping concept where landscaping is an integral part of the project design.

Moreover, the Metro Board has determined that the significant impacts of the removal of landscaping on the existing Exposition Boulevard median would be effectively mitigated to less-than-significant levels with implementation of the overall project parkway design concept as well as by measures 4.6-1 and 4.6-2 above. The Metro Board notes the particular importance of local coordination and public input as part of Mitigation Measure 4.6.3. In addition, relocation of specimen trees within the existing median and implementation of landscaping guidelines prior to the construction phase of the project will reduce significant impacts of tree removal to a less-than-significant level.

4.6.2 Light and Glare

Impact 4.6.2 New sources of light and glare would be introduced adjacent to station areas and parking areas, and glare from embedded track surfaces in the ROW would occur.

Mitigation Measure for Impact 4.6.2 The following Mitigation Measures will be implemented:

Revised LPA

Mitigation Measure 4.6-4. All lighting at the park-and-ride lots and station locations shall utilize Best Available Technology to reduce spillover to adjacent land uses. In addition, all lighting at park-and-ride lots and station locations shall be directed away from adjacent residences and landscaping, fences, or other measures to shield adjacent residences from light and glare produced by light standards and vehicle headlights as part of the design development and implementation of the integrated corridor feature sub-element.

Findings for Impact 4.6.2 The impacts of new sources of spillover light and glare introduced to areas adjacent to LRT stations will be reduced by the utilization of Best Available Technology and the avoidance of directing light at stations and park-and-ride lots towards residences. The Metro Board finds that Mitigation Measure 4.6-4 above effectively reduces light and glare impacts to less-than-significant levels.

4.6.3 Shadow, Vista, and Privacy Impacts

Impact 4.6.3 Shade and shadow impacts may result from the proposed parking structure at the La Cienega Station. Privacy impacts to residences may occur along selected portions of the alignment. Scenic vistas at various points along the Exposition Corridor would be altered. New visual elements would be added to the project area, including the overhead wire system, transit vehicles, bridge and parking structures, and sound and retaining walls. These impacts generally apply to the Revised LPA and the Recommended Options.

Mitigation Measures for Impact 4.6.3 The following Mitigation Measures will be implemented:

Revised LPA

Mitigation Measure 4.6-5. All lighting at the park-and-ride lots and station locations shall utilize Best Available Technology to reduce spillover to adjacent land uses. In addition, all lighting at park-and-ride lots and station locations shall be directed away from adjacent residences and landscaping, fences, or other measures to shield adjacent residences from light and glare produced by light standards and vehicle headlights as part of the design development and implementation of the landscaping, public art and other Transit Parkway Improvements.

Mitigation Measure 4.6-6. All walls, structures and fences shall be properly screened or incorporate design features to improve appearance and reduce visual intrusion. Feature improvements, at minimum, would include choice of materials, Lead Artist design input and placement as part of the implementation of all sub-elements of landscaping, art, and other Transit Parkway improvements.

Mitigation Measure 4.6-7. Per Metro Art policy and in accordance with FTA Circular 9400.1A, a public art budget will be established for the incorporation of public art within the Project. The budget will include design, fabrication and installation of Station Artist elements and Lead Artist design fees. Implementation of the Lead Artists designs will be included in the Project's construction's base budget.

Mitigation Measure 4.6-8. A Mid-City/Exposition LRT Customer Environment and Design Committee shall be established by Metro and shall contain representatives from the following Metro departments:

- Construction
- Operations
- Planning
- Communications

The Committee shall serve as a review board to ensure that the final designs adhere to the Metro Design Criteria and are consistent with overall agency goals and the guiding criteria for the Exposition LRT Gateway and Neighborhood Station design.

Mitigation Measure 4.6-9. TPSS sites shall be screened with landscaping (to cover necessary fencing) in retail and residential areas.

Downtown Los Angeles Connection

Mitigation Measure 4.6-10. To reduce visual impacts in the segment between Figueroa Street and Vermont Avenue, median landscaping shall be replaced and LRT Project elements shall be designed as part of the Exposition Transit Parkway with Lead Artist working with the Design/Build team. Project elements shall be defined to include lighting, public art, pedestrian access, etc. Visual barriers in this segment, such as fencing, shall be discouraged.

Mitigation Measure 4.6-11. Where feasible, openings shall be provided along the safety wall of the USC/Exposition Park Station's platforms to allow for views through the station.

Flower Street Design Option

Mitigation Measures 4.6-5 through 4.6-8 above will apply to this option.

Mid-Corridor

Mitigation Measure 4.6-12. To reduce impact in the Mid-Corridor segment, landscaping, trees and public art and other elements of the Exposition Transit Parkway included in the median ROW shall be designed with Lead Artist working with the Design/Build team. Landscaping would be provided, where feasible, to shield the LRT alignment against privacy impacts in residential areas.

Mitigation Measure 4.6-13. To reduce impact, noise walls and landscape screening shall be designed with Lead Artist input working with the Design/Build team. Landscaping, where feasible, shall shield the LRT alignment against privacy impacts in residential areas.

Mitigation Measure 4.6-14. Crenshaw station area design guidelines shall be prepared before the construction phase of the Project to maintain views and the visual importance of the West Angeles Cathedral.

Mitigation Measure 4.6-15. La Brea Station area design guidelines shall be prepared before the construction phase of the Project to reduce the massing and profile of the elevated structure, and to maintain existing views, where possible, to Baldwin Hills.

Mitigation Measure 4.6-16. An opaque wall shall be provided in back of the landscaping facing the Baldwin Vista Neighborhood and south of the alignment. The design of the opaque wall should be integrated with the design for sound barriers planned for this segment of the alignment.

Mitigation Measure 4.6-17. To reduce impact from reflected glare from embedded track surfaces, landscaping shall be provided, where feasible, along the sides of the ROW median, outside of the LRT dynamic envelope.

West End

Mitigation Measure 4.6-18. La Cienega Station area and parking structure design guidelines shall be prepared before the construction phase of the Project with community input. These guidelines shall include consideration of north-south vistas to Baldwin Hills as part of the station and parking structure design. Massing studies along with sun and shadow studies of the building envelope of the parking structure shall be prepared. These studies should inform design guidelines to reduce shadow and privacy impacts.

Mitigation Measure 4.6-19. Design guidelines for the Jefferson Boulevard Bridge shall be prepared before the construction phase of the Project with community input. These guidelines shall include consideration of north-south vistas to Baldwin Hills as part of the bridge design.

Mitigation Measure 4.6-20. The Jefferson Boulevard Bridge shall be integrated into the Exposition Transit Parkway concept to maintain views, where possible to Syd Kronenthal Park.

Mitigation Measure 4.6-21. The LRT alignment, bike path and landscaping shall be designed as an integral part of the Exposition Transit Parkway. Landscape features and the grading of the existing ROW shall provide screening of the LRT alignment from residential areas. A double row of trees shall be placed along the bike path in Culver City between Ballona Creek and National Boulevard to provide an additional buffer between the LRT alignment on the ROW and residential areas. A landscape plan, lighting plan and the design of screening features shall be coordinated with the Lead Artist working with the Design/Build team during Final design.

Mitigation Measure 4.6-22. A graded parkway shall be constructed to buffer the LRT trackway between Faye Avenue and Wesley Street.

Mitigation Measure 4.6-23. The sound barrier should be located adjacent to the LRT guideway and south of the Class I bike path along the at-grade segment from Fay Avenue to Wesley Street. Landscape screening should be provided where feasible, between the bike path and the sound barrier to provide visual screening to residential areas north of the Exposition ROW in this segment.

Jefferson Boulevard Design Option

Mitigation Measure 4.6-5 through 4.6-9, 4.6-19 through 4.6-21 above will apply to this option in addition to the following measure:

Mitigation Measure 4.6-24. If Jefferson Boulevard is widened to the north at the La Cienega grade separation, Metro shall landscape, as needed, any portion of the land acquired to accommodate the grade separation, necessary street widening and parking that would be left vacant.

Venice/Robertson Station – ROW and Aerial Station Options

Mitigation Measures 4.6-5 through 4.6-9 and 4.6-21 through 4.6-23 above will apply to these options in addition to the following measure:

Mitigation Measure 4.6-25. Metro shall develop design guidelines in coordination with Culver City's station area planning process to ensure that visual impacts due to the construction of the ROW and Aerial Station Options are minimized.

Mitigation Measure 4.6-26. If the Aerial Station option is selected for the interim western terminus station, Metro shall develop design guidelines in coordination with Culver City's station area planning process before final design to ensure that visual impacts are minimized. These guidelines shall also consider the incorporation of vistas or view corridors for the station to Downtown Culver City.

Findings for Impact 4.6.3 The Metro Board finds that the measures listed above will reduce shadow, vista, and privacy impacts to less-than-significant levels within the Revised LPA. These measures would also reduce specific impacts within the following locations of the alignment:

Downtown Los Angeles Connection

The urban design study with landscape guidelines for the Flower Street Transit Parkway concept will provide guidelines for an identifiable and legible image of the alignment at existing shared trackway segments on Flower Street and the Flower Street Design Option alignment, consistent with the planning and design principles for the Exposition Transit Parkway. The guidelines would assist Final Design efforts to provide consistent tree spacing, replacement and relocation in conjunction with other landscape and streetscape features along the alignment, which maybe impacted due to street widening and road/track realignment.

The enhanced embedded trackway, median landscaping, lighting, public art and other Transit Parkway Improvements would provide a unified look on the Exposition ROW median between USC and Exposition Park and would reduce visual impacts of the guideway next to the existing landscaping of both institutions. The measures would provide a means of implementing the Exposition Transit Parkway concept, to encourage the open landscape of the LRT alignment, aid in reducing impacts of the option USC/Exposition Park station at Kinsey Drive, and Exposition Boulevard as a visual extension of Exposition Park.

Mid Corridor

Station area design guidelines would provide a means to preserve view corridors to the West Angeles Church and Baldwin Hills. Landscape guidelines within the Exposition Transit Parkway concept along the LRT guideway would provide a means to preserve residential privacy in established neighborhoods. Landscaping along embedded track segments of the Mid-Corridor alignment would

reduce the loss of existing landscaping, along with light and glare impacts to neighborhoods. The combination of opaque wall and sound barrier in the segment west of La Brea Station would prevent visual and privacy impacts to occur in neighborhoods south of the alignment.

West End

Station area design guidelines would provide a means to reduce the mass, scale and shadow impacts of the Jefferson Boulevard Medium Bridge and the La Cienega parking structure while maintaining key view corridors to Baldwin Hills, Hollywood Hills and Ballona Creek. The guidelines would also compliment landscape screening of the Medium Bridge in front of Syd Kronenthal Park, thereby reducing visual impacts to adjacent neighborhoods. In addition to this, Metro will coordinate with the City of Los Angeles concerning compatibility of the proposed Project's station area design guidelines with design guidelines of community plans.

Design guidelines for the Exposition Transit Parkway alignment between Fay Avenue and Wesley Street would allow landscape screening and the bike path to provide a visual buffer between the LRT alignment and adjacent neighborhoods north of the alignment. Visual and privacy impacts would be avoided in regards to the construction of the Venice/Robertson Station-ROW and Aerial Station Options. Design guidelines developed in coordination with Culver City for the Venice/Robertson Station will aid in ensuring the smooth visual transition from the station to Downtown Culver City. Vistas and/or view corridors from the station to downtown will be preserved by the measures of the developed design guidelines as well as the privacy for adjacent residences.

4.7 NOISE AND VIBRATION

4.7.1 Residential Noise Impacts

Impact 4.7.1 Determination of noise impacts for the alignment was based on the criteria defined in the U.S. Federal Transit Administration guidance manual *Transit Noise and Vibration Impact Assessment* (FTA Report DOT-T-95-16, April 1995). Moderate noise impacts at 66 residences and severe noise impacts at 49 residences would be a result of the implementation of the Revised LPA. These impacts have been determined to be significant and require mitigation. The Mitigation Measures below reduce the all of the severe noise impacts to less-than-significant levels, but 10 residences will remain moderately affected. The residual impacts would be fully eliminated with mitigation for audible warning device noise discussed later in this section.

Mitigation Measures for Impact 4.7.1 The following Mitigation Measures will be implemented:

Revised LPA

Mitigation Measure 4.7-1. A combination of the following source, path and receiver options shall be employed to augment reduction of noise from Revised LPA operations where necessary to comply with the Federal Transit Administration guidance manual and state noise regulations. These methods shall be employed where sound walls alone would not fully attenuate LRT noise levels to federal and state noise regulations. The following methods shall be employed:

- Sound Absorption Treatment;
- Sound Insulation;
- Relocation of turnouts (switches) to minimize proximately to residence or other sensitive receptors;

- Spring-Rail Frogs shall be used where turnouts cannot be relocated to avoid residences or sensitive receptors; and
- Increased wheel and rail maintenance only when all other methods all fail as it is a reoccurring operational expense.

Mid-Corridor

Mitigation Measure 4.7-2. In compliance with Federal Transit Administration noise standards for residential uses adjacent to the Exposition ROW, sound walls will be constructed approximately eight feet from the near track centerline. The sound walls will be constructed at the following locations and according to the specified height:

- Between Van Ness Avenue to Arlington Avenue, on the south side of the ROW, at a height of eight feet;
- Between 2nd Avenue and 7th Avenue, on the south side of the ROW, at a height of eight feet;
- Between 7th Avenue and 9th Avenue, on the south side of the ROW, at a height of eight feet;
- Between Somerset Drive to Buckingham Road, on the south side of the ROW, at a height of six feet;
- Between Buckingham Road and Farmdale Avenue, on the south side of the ROW, at a height of six feet; and
- Between La Brea Avenue to 600 feet east of Hauser Boulevard, on the south side of the ROW, at a height of six feet for at-grade sound wall and four feet for the wall along the elevated structure.

All of the sound walls will incorporate landscape screening or public art features to enhance their appearance and reduce visual intrusion.

Findings for Impact 4.7.1 The Metro Board finds that constructing eight-foot sound walls at the above six locations (as specified in Mitigation Measure 4.7.2) will act to reduce the significant noise impacts resulting from the LRT operations on local residences in the Mid-Corridor segment to less-than-significant levels. In addition, the Metro Board also finds that where sound walls cannot decrease noise levels in compliance with federal and state noise regulations other methods, such as sound absorbing treatment, sound insulation, special trackwork and railcar maintenance shall be implemented to reduce the noise impacts to less-than-significant levels.

4.7.2 Audible Warning Signal Noise

Impact 4.7.2 Audible warning signal noise (bells) are projected to generate five new impacts and increase the severity of light rail vehicle noise impacts, from moderate to severe, at 15 sensitive receptors. The noise generated from the audible warning signal bells at the locations listed below in Mitigation Measure 4.7-3, will increase the noise in those communities by 1 to 8 dBAs. All of these impacts have been determined to be significant.

Mitigation Measure for Impact 4.7.2 The following Mitigation Measures will be implemented:

Mid-Corridor

Mitigation Measure 4.7-3. In addition to the sound walls required by mitigation measure 4.7-1, the following options to control noise from audible warnings at grade crossings will be employed at the following locations along the ROW:

- Arlington Avenue: Crossing bell noise will be reduced to 64 dBA at 50 feet and the same sound barrier prescribed in Mitigation Measure 4.7-1 will be constructed;
- 7th Avenue: Crossing bell noise will be reduced to 64 dBA at 50 feet, the sound barrier prescribed in measure 4.7-1 above will be constructed, the noise walls will extend south for approximately 50 to 100 feet on both the east and the west side of 7th Avenue at a height of eight feet; or if extending the noise wall is infeasible, then sound insulation at affected residences will be put in place;
- 9th Avenue: Crossing bell noise will be reduced to 64 dBA at 50 feet and the same sound barrier prescribed in Mitigation Measure 4.7-1 will be constructed;
- Buckingham Road: Crossing bell noise will be reduced to 64 dBA at 50 feet and the sound barrier prescribed in Mitigation Measure 4.7-1 will be constructed, and sound insulation at affected residences near Buckingham Road will be put in place.
- Farmdale Avenue: Crossing bell noise will be reduced to 64 dBA at 50 feet, the sound barrier prescribed in Mitigation Measure 4.7-1 will be constructed, and sound insulation at affected residences near Farmdale Avenue will be put in place.

Findings for Impact 4.7.2 The Metro Board finds that reductions of crossing bell sound levels at a distance of 50 feet from the above specified locations in addition to the previously described sound walls will reduce significant audible warning noise impacts to less-than-significant levels.

4.7.3 Crossover Noise Impacts

Impact 4.7.3 Turnouts, known as switches, allow a train to move from one track onto another and are a source of train noise. A crossover is an arrangement of turnouts that allow a train to move between parallel tracks. The noise associated with turnouts and crossovers comes from a small gap in the heart of the switch necessary to allow trains to go in either of the two directions the switch allows. This gap is located in a central part of the switch known as a frog. In the process of crossing over rail gaps LRT wheels can increase LRT noise levels by as much as six dBA. Crossover-related noise impacts have been identified in the Final EIS/EIR at the following locations:

Station 213: Exposition Boulevard and Catalina Street
 Station 311: Exposition Boulevard between 7th and 9th Streets
 Station 413: Exposition Boulevard and Cloverdale Avenue
 Station 486: National Boulevard just east of Wesley Street

Mitigation Measures for Impact 4.7.3 The following Mitigation Measures will be implemented:

Mid-Corridor

Mitigation Measure 4.7-4 The crossover at Station 311 will be relocated to a location between Stations 319 and 337 (between 10th Avenue and Crenshaw Boulevard). The crossover at Station 413 will be relocated to a location between Stations 425 and 450 (between La Cienega Boulevard and just east of Hauser Boulevard) or between Stations 383 and 385 (between Harcourt Avenue and Vineyard Avenue).

Mitigation Measure 4.7-5 A spring-rail or moveable frog will be used at the Station 213 crossover. The use of a spring-rail frog in place of standard rigid frogs will close the flangeway gap in the main traffic direction, eliminating the wheel impacts that cause higher noise levels.

West End

Venice/Robertson Station – ROW Station and Aerial Station Options

Mitigation Measure 4.7-6 A spring rail frog (as described above in Measure 4.7-5) shall be used at one of the following locations depending on the Venice/Robertson Design Option selected:

- Station 486 for the ROW Option and
- Station 489 for the Aerial Station Option

Findings for Impact 4.7.3 The Metro Board finds that relocating crossovers to less-sensitive locations and/or the use of a spring rail frog instead of the standard frog will eliminate impacts at Station 213 and Station 486. Noise impacts associated with crossovers at Stations 311 and Station 413 will be reduced to less-than-significant levels when those crossovers are relocated to areas of the alignment which are in less-sensitive locations.

4.7.4 Ground-Borne Vibration Impacts

Impact 4.7.4 Significant ground-borne vibration impacts are projected at 150 single-family residences and 23 multi-family buildings. All of the vibration impacts are projected to occur at residences along Exposition Boulevard between Vermont Avenue and Crenshaw Boulevard. The greatest concentration of impacts are projected to occur at single-family residences on the south side of the corridor between Vermont Avenue and Western Avenue and between Arlington Avenue and Crenshaw Boulevard, where residential properties abut the route, and in some cases where the LRT tracks would be within ten feet of residences. The recording studio located at the south end of Wesley Avenue near National Boulevard may be adversely affected by vibration from interim station operations. The table below details the locations and numbers of vibration impacts anticipated as a result of the implementation of the Revised LPA.

SUMMARY OF GROUND-BORNE VIBRATION IMPACT ASSESSMENT					
Track Segment	Train Speed (mph)	Dist. from Near Track Centerline (ft)	Proj. Levels (VdB)	No. of Vibration Impacts	
				SF /a/	MF /a/
Downtown to Exposition Blvd.	There are no Category 2 impacts in this segment.				
Exposition Blvd., from Vermont Ave. to Western Ave.	35	50	75	93	18
Exposition Blvd., from Western Ave. to Arlington Ave.	50	25	81	3	5
Exposition Blvd., from Arlington Ave. to Crenshaw Blvd.	55	10	92	54	0

SUMMARY OF GROUND-BORNE VIBRATION IMPACT ASSESSMENT					
Track Segment	Train Speed (mph)	Dist. from Near Track Centerline (ft)	Proj. Levels (VdB)	No. of Vibration Impacts	
				SF /a/	MF /a/
Exposition Blvd., from Crenshaw Blvd. to La Brea Ave.	55	55	72	0	0
Jefferson Blvd., from La Brea Ave. to La Cienega Blvd.	55	60	72	0	0
National Blvd., from La Cienega Blvd. to Venice Blvd.	55	40	67	0	0
Total				150	23
/a/ SF = single-family residence, MF = multi-family residential building. SOURCE: Harris Miller Miller & Hanson Inc., 2004					

Mitigation Measures for Impact 4.7.4 The following Mitigation Measures will be implemented:

Revised LPA

Mitigation Measure 4.7-7. Specific vibration mitigation solutions will be selected in the Final Design Phase of the Project based on detailed site-specific studies and evaluations. Methods to mitigate vibration impacts may include the following: ballast mats, resilient fasteners, resiliently supported ties, tire shred or recycled rubber chip underlay, floating slabs, or relocation of crossovers or special trackwork.

West End

Mitigation Measure 4.7-8. A detailed, site-specific noise impact assessment for the sound studio at Wesley Street shall be performed. The assessment shall be performed in accordance with FTA ground-borne noise and vibration impact criteria to measure site-specific impacts from LRT vehicles. Any necessary actions recommended by the assessment to attenuate vibration impacts to the recording studio shall be undertaken by Metro.

Findings for Impact 4.7.4 The Metro Board has determined that subsequent to the final engineering and design phase of the Project that appropriate and effective site-specific vibration Mitigation Measures will be identified and included into the construction specifications of the Project. These measures will be based on supplementary engineering studies. The measures employed will include one or more of the solutions identified in Mitigation Measure 4.7.7. As a result, the Metro Board finds that after completion of the final engineering and design phase of the Revised LPA, significant ground-borne vibration impacts will be mitigated to less-than-significant levels.

4.7.5 Ambient Station Noise Impacts

Impact 4.7.5 Ambient station noise from the ROW station option as well as the crossover at Station 486 would result in significant noise and vibration impacts at the nearby residences on Helms Avenue.

Mitigation Measures for Impact 4.7.5 The following Mitigation Measures will be implemented:

West End

Venice/Robertson Station – ROW and Aerial Station Options

Mitigation Measure 4.7-9. In compliance with Federal Transit Administration noise standards for residential uses adjacent to the Exposition ROW, sound walls will be constructed approximately eight feet from the near track centerline. The sound walls will be constructed between Fay Avenue to Wesley Street, on the north side of the ROW, at a height of six feet.

Mitigation Measures 4.7-1 and 4.7-6 through 4.7-8 above also apply to this option.

Findings for Impact 4.7.5 The Metro Board finds that station area ambient noise impacts for the interim ROW station will be reduce to a less-than-significant level by the construction of sound walls approximately 8 feet in height to block the line of sight between the sources of noise and adjacent sensitive land uses. The Metro Board also finds that after completion of the engineering and design phase of the Revised LPA, significant ground-borne vibration impacts will be mitigated to less-than-significant levels with use of a combination of the methods listed in Mitigation Measure 4.7-7. The Metro Board finds that site-specific vibration impact assessment will aid in identifying feasible and appropriate ground-borne vibration mitigation methods. Relocating crossovers to less sensitive locations and/or the use of a spring rail frog instead of the standard frog, will eliminate impacts at Stations 486 and 489 depending upon if the ROW of Aerial Station Option are chosen.

4.8 GEOLOGY, SOILS, AND SEISMICITY

4.8.1 Faults and Liquefaction

Impact 4.8.1 The grade separations at La Brea Avenue and La Cienega Boulevard will be built on or adjacent to potentially active faults, in a potential liquefaction area, and on moderately expansive soils. Also, the Jefferson Boulevard Medium Bridge North Widening Option will be built in a potentially active fault zone (Newport Beach-Inglewood Fault Zone), in a potential liquefaction area, and on moderately expansive soil. The aerial bridge that would be constructed as part of the Venice/Robertson Station – Aerial Station would be vulnerable to damage during an earthquake. Without mitigation, these conditions result in significant impacts.

Mitigation Measures for Impact 4.8.1 The following Mitigation Measures will be implemented:

Mid-Corridor and West End

Mitigation Measure 4.8-1. A geotechnical study for each affected transit structures (the La Brea and La Cienega grade separations, the Jefferson Boulevard Medium Bridge, and the Venice/Robertson Aerial Station Option) shall be required. This technical study will identify design requirements for structures and foundations, which will maintain structural integrity under design earthquake conditions.

Findings for Impact 4.8.1 The Metro Board finds that after the completion of the geotechnical study on the La Brea and La Cienega grade separations, the Jefferson Boulevard Medium Bridge-North Widening Option, the Venice/Robertson Aerial Station Option, and the assessment of the results of the study, that specific requirements will be incorporated into the construction and design specifications for the Project to reduce the seismic risks to acceptable levels governed by federal, state

and local structural design requirements. As such, the Metro Board finds that seismic-related impacts would be reduced to a less-than-significant level at these locations.

4.8.2 Undercrossing Impacts

Impact 4.8.2 The undercrossing options (including the USC/Exposition Park Extended Undercrossing Option) in the Flower Street Design Option will be constructed in a potential liquefaction zone. Over two-thirds of the Revised LPA alignment will be situated on potential liquefaction zones. Of particular significance is the subsurface nature of the Flower Street undercrossing options which would transverse potential liquefaction areas and required Mitigation Measures.

Mitigation Measures for Impact 4.8.2 The following Mitigation Measures will be implemented:

Revised LPA

Mitigation Measure 4.8-2. To ensure adequate structural and seismic-resistant design of proposed transit centers and parking structures along all segments of the alignment, State Uniform Building Code design and construction regulations will be fully complied with, and in addition, a structural engineer will review design guidelines developed for the transit and parking structures.

Downtown Los Angeles Connection

Flower Street Design Option- USC/Exposition Park Undercrossing Option and Extended Undercrossing Option

Mitigation Measure 4.8-3. A geotechnical study for each affected transit structure along the proposed Flower Street Eastside design option will be required. This technical study will identify design requirements for structures and foundations which will maintain structural integrity of the undercrossing's design in earthquake conditions. The study will be performed before the commencement of Final Design.

Findings for Impact 4.8.2 The Metro Board finds that after the completion of the geotechnical study on the Flower Street Design Option (undercrossing options), as well as in other areas of the alignment where there are liquefaction constraints, that specific design requirements and specifications will be developed and incorporated into the Project. These specifications for structures and foundations shall be consistent with federal, state and local seismic code requirements and will reduce seismic risk to accepted levels. As such, the Metro Board finds that liquefaction-related impacts will be reduced to a less-than-significant level.

4.9 EXPOSURE TO HAZARDOUS SUBSTANCES

4.9.1 Hazardous Materials During Grading and Excavation

Impact 4.9.1 A Preliminary Environmental Initial Site Assessment (ISA) was prepared by Diaz Yourman & Associates in November 2003 in which potential hazards on the right-of-way site were evaluated. The construction of the Revised LPA, including the Jefferson Boulevard Design Option and the Venice/Robertson Station - ROW Station Option and Aerial Station Option, will generally be contained to the upper five feet of soil, thereby limiting the possibility of unearthing contaminated soil. The ISA indicated that, in or adjacent to the right-of-way there are instances of potentially leaking USTs, stained soil, and small soil stockpiles. Furthermore, it is likely that lead and arsenic have leached into the soil along the right-of-way, where old rail ties and years of weed abatement

spraying may occur at hazardous levels. The potential for hazardous materials is, thus, considered a significant impact.

For the Flower Street Design Option, an increased potential to encounter contaminated materials will occur due to digging at depths significantly deeper than five feet to construct the USC/Exposition Park Undercrossing Option or the USC/Exposition Park Extended Undercrossing Option.

Mitigation Measures for Impact 4.9.1 The following Mitigation Measures will be implemented:

Revised LPA

Mitigation Measure 4.9-1. Government agency records for database sites, such as adjacent leaking USTs that appear to have the potential to impact the Project will be reviewed for site-specific information. Within areas experiencing ground disturbances during construction, any site containing contaminated soil from a previously or currently leaking UST that could affect or be effected by the alignment will be remediated according to State law. Contaminated soil will be transported to an approved disposal site.

Mitigation Measure 4.9-2. The future geotechnical investigation scope of work will be expanded to include walking observation of the surface soil within areas of the right-of-way where there is the appearance of illegal dumping. Borings will be taken at locations that are determined by close-up observations or as a result of the database search to be an environmental concern. Geotechnical soil sampling should include environmental screening for contamination by visual observations and field screening for volatile organic compounds with a photo ionization detector (PID).

Soil samples that are suspected of contamination based on field observations and PID readings will be analyzed for suspected chemicals by a certified laboratory. If a site is found to contain contaminated soil it will be removed, transported to an approved disposal location, and remediated according to State law.

Mid-Corridor

Mitigation Measure 4.9-3. The patch of oil-stained soil with chemical odor observed on the southwest corner of the intersection of Exposition Boulevard and 11th Avenue will be sampled and analyzed for petroleum hydrocarbons with carbon chain definition, PCBs, metals, and volatile organic compounds. If contaminated soil is found, the soil will be removed, transported to an approved disposal location, and the site remediated according to State law.

Mitigation Measure 4.9-4. The appropriate jurisdictional agency will be notified of soil stockpiles observed adjacent to the right-of-way in the vicinity of 9th Avenue to 11th Avenue intersections. The owner of this property will be notified to remove this material to an approved disposal location. These stockpiles appear to be associated with an adjacent construction-contractor yard.

Mid-Corridor and West End

Mitigation Measure 4.9-5. Additional soil sampling and testing will be conducted in the area of the La Cienega and La Brea Boulevards grade separations to confirm the lack of contaminated materials. In the event that the Flower Street Design Option (including an undercrossing option) is adopted, soil sampling and testing will be conducted in the area of the proposed undercrossing to confirm the lack of contaminated materials. If contaminated soil is discovered, it will be removed, transported to an approved disposal location, and remediated according to State law.

Revised LPA

Mitigation Measure 4.9-6. A Phase II assessment will be conducted for the Exposition right-of-way as well as for locations of proposed surface and structured parking facilities to determine the extent, if any, of soil contamination by lead arsenate. Metro will implement recommendations of the Phase II based on the study's results and remove contaminated soil wherever necessary. This testing will include the site selected for the Venice/Robertson Station.

Downtown Los Angeles Connection

Flower Street Design Option

Mitigation Measures 4.9-1 to 4.9-6 above apply to this option.

West End

Jefferson Boulevard Design Option

Mitigation Measures 4.9-1 to 4.9-6 above apply to this option.

Venice/Robertson Station – ROW Station Option and Aerial Station Option

Mitigation Measures 4.9-1 to 4.9-6 above apply to these options.

Findings for Impact 4.9.1 The Metro Board has determined that supplementary site-specific hazardous materials and soil contamination field studies will be conducted as part of the Final Design and construction of the Project (Mitigation Measures 4.9-1 through 4.9-6). Walking observations, geotechnical soil sampling, removal of contaminated materials to approved locations, and the completion of the Phase II assessment will satisfy the compliance with State law in disposing of all possibly hazardous materials from the Revised LPA alignment site. In light of these prescribed actions to remediate any and all hazardous conditions in accordance with State Law, the Metro Board finds that impacts from hazardous materials will be reduced to less-than-significant levels.

4.10 WATER RESOURCES

4.10.1 Impermeable Surface Impacts

Impact 4.10.1 Implementation of the Revised LPA (including the Flower Street Design Option) and the USC/Exposition Park Extended Undercrossing Option would result in limited grading and slight increase in the amount of impermeable surface. These activities will result in potential significant impacts to water surface runoff and water quality.

Mitigation Measures for Impact 4.10.1 The following Mitigation Measures will be implemented:

Revised LPA

Mitigation Measure 4.10-1. A drainage plan will be developed and implemented to ensure that the Mid-City/Exposition LRT is engineered so that no new source of direct water resulting from flooding is created that would affect nearby properties. In addition, Metro will secure all necessary Federal and local permits prior to bridge construction over Ballona Creek.

Mitigation Measure 4.10-2. To reduce surface runoff, all new surface parking facilities within the Exposition right-of-way will include permeable surfaces.

Downtown Los Angeles Connection

Flower Street Design Option

Mitigation Measures 4.10-1 and 4.10-2 above apply to this option.

Findings for Impact 4.10.1 The Metro Board finds that development and implementation of a drainage plan, obtaining all required federal, state and local permits and the inclusion of permeable surfaces on all new surface parking facilities proposed as part of the Revised LPA will ensure that surface-water related impacts, including localized flooding, would be reduced to a less-than-significant level.

4.11 BIOLOGICAL RESOURCES

4.11.1 Impacts on Animal Species

Impact 4.11.1 The California Natural Diversity Database was reviewed to determine whether there were threatened or endangered plant or animal species within the Study Area. The potential was found for impacts to resting raptors in the breeding season due to removal of palm trees along Flower Street from Washington Boulevard to Exposition Boulevard. Also, the Jefferson Boulevard Medium Bridge Design Options have the potential to affect biota in the concrete-lined portion of Ballona Creek. These potential impacts on local animal species are considered significant and require mitigation.

Mitigation Measures for Impact 4.11.1 The following Mitigation Measures will be implemented:

Downtown Los Angeles Connection

Flower Street Design Option

Mitigation Measure 4.11-1. Fifteen days before and again, 72 hours prior to construction, a biological survey will be conducted to look for raptor species. If raptor species are found on Metro Property, the construction schedule shall be modified so as not to disturb birds during breeding season. Such disturbances could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. The construction schedule will take into account work stoppages that may occur in order to implement this measure.

West End

Jefferson Boulevard Design Option

Mitigation Measure 4.11-2. Metro will give official notification of the Project to the California Department of Fish and Game so that they may comment upon the portion of the LRT crossing

Ballona Creek. Any measures determined necessary by the Department of Fish and Game upon their review of the Project shall be implemented.

Findings for Impact 4.11.1 The Metro Board finds that conducting a biological survey along the Flower Street alignment twice before commencement of construction will effectively mitigate potential significant impacts upon raptor species to less-than-significant levels. If the survey finds that raptor species are found on Metro property, adjusting the construction schedule accordingly will keep potential significant impacts to a minimum level. Also, compliance with any measures that the Department of Fish and Game deem necessary in protecting biota in Ballona Creek from construction activities will reduce potential significant impacts on affected species to less-than-significant levels.

4.12 SAFETY AND SECURITY

4.12.1 Pedestrian Safety

Impact 4.12.1 Pedestrian and motorist safety associated with the implementation of the Revised LPA was evaluated on a qualitative level based on the experience of LRT systems throughout North America with similar alignment types. This evaluation found that the elimination of pedestrian crosswalks at Denker Avenue and no provision for a pedestrian crossing at Raymond Avenue due to the possible closure of the street to accommodate the right-of-way to be a significant impact that must be mitigated.

Mitigation Measures for Impact 4.12.1 The following Mitigation Measures will be implemented:

Mid-Corridor

Mitigation Measure 4.12-1. Metro will provide an at-grade pedestrian and vehicular crossing at Denker Avenue to allow pedestrians to cross Exposition Boulevard.

Findings for Impact 4.12.1 The Metro Board finds that significant safety impacts to pedestrians at Denker Avenue and the right-of-way will be mitigated to less-than-significant levels if the Project provided designated crossings, crosswalks and appropriate safety warning devices.

Impact 4.12.2. Currently there is no north/east side sidewalk on National Boulevard south of Washington Boulevard (to allow convenient and safe pedestrian access to the Revised LPA interim ROW Station in Culver City).

Mitigation Measure for Impact 4.12.2 The following mitigation measure will be implemented:

Mitigation Measure 4.12-2. Metro shall obtain an easement from the existing property owner north of the interim ROW station to construct a sidewalk along the north/east side of National Boulevard. The sidewalk shall be designed and constructed to be consistent with City of Culver City design for development guidelines as well as satisfy the pedestrian flow capacity requirements needed for the LRT interim station.

Findings for Impact 4.12.2. The Metro Board finds that the provision of the north/east side National Boulevard sidewalk as stipulated in Mitigation Measure 4.12-2 will reduce pedestrian access and safety concerns to a less-than-significant level at this location.

Impact 4.12.3 Because the majority of the Project vertical alignment is at-grade there a numerous locations where either vehicles or pedestrian may be in conflict with LRT operations. In general, the

Project includes a series of the most up to date safety design features including ROW fencing and intersection crossing control for both vehicles and pedestrians as well as warning devices. The Final EIS/EIR has disclosed that incorporation of pedestrian and vehicular safety features into the Project design would result in less-than-significant impacts; however, additional mitigation measures are disclosed to underscore Metro's commitment to maintaining vehicular and pedestrian safety as part of the proposed Project.

Mitigation Measures for Impact 4.12.3: The following mitigation measures will be implemented:

Mitigation Measure 4.12-3. Metro shall monitor pedestrian crossing activity at all locations with adjacent schools and implement appropriate measures to ensure pedestrian crossing safety.

Mitigation Measure 4.12-4. Metro shall conduct a Hazard Analysis before the start of Final Design, using current safety analysis as a reference. The Hazard Analysis shall determine a design basis for warning devices as required by the California Public Utilities Commission.

Findings for Impact 4.12.3. The Metro Board finds that while the Project includes safety design features as an integral element that the inclusion of Mitigation Measures 4.12-3 and 4.12-4 will further ensure that safety impacts are reduced to less-than-significant levels.

4.12.4 Security

Impact 4.12.4 The Mid-City/Exposition LRT will pass through lower density residential areas as well as industrial and commercial areas. Because the route is predominantly a former railroad right-of-way station locations within the right-of-way are isolated from adjacent land uses. These conditions, combined with the fact that traffic and pedestrian volumes are relatively low and the existing crime rate is somewhat higher than the City of Los Angeles as a whole, raise security concerns for both station areas and for proposed parking facilities. These security concerns at station platforms and park-and-ride lots apply to the entire Revised LPA including the Flower Street Design Option, La Brea Station, the Jefferson Boulevard Design Option, and Venice/Robertson Station, are considered to be significant and require mitigation. These concerns would also apply to the USC/Exposition Park optional station at Kinsey Drive.

Mitigation Measures for Impact 4.12.4 The following mitigation measures will be implemented:

Revised LPA

Mitigation Measure 4.12-5. All stations and parking facilities will be equipped with monitoring equipment and/or be monitored by Metro security personnel on a regular basis.

Mitigation Measure 4.12-6. Metro shall implement a security plan for LRT operations. The plan shall include both in-car and station surveillance by Metro security or other local jurisdiction security personnel.

Mitigation Measure 4.12-7. All stations shall be lit to standards that avoid shadows and all pedestrian pathways leading to/from sidewalks and parking facilities shall be well illuminated.

Mitigation Measure 4.12-8. Metro shall coordinate and consult with the LAPD, the LA County Sheriff's Department, and the Culver City Police Department to develop safety and security plans for the alignment, parking facilities, and station areas.

Mitigation Measure 4.12-9. The station design shall not include design elements that obstruct visibility or observation nor provide discrete locations favorable to crime; pedestrian access at stations shall be ground-level with clear sight lines.

Downtown Los Angeles Connection

Mitigation Measure 4.12-10. Traffic calming measures, such as signage, shall be provided on Exposition Boulevard along the length of the platforms of the USC/Exposition Park Station. These markings will be provided to alert motorists of significant pedestrian activity in the area.

Flower Street Design Option

Mitigation Measures 4.12-5 through 4.12-10 apply to this option.

West End

Jefferson Boulevard Design Option

Mitigation Measures 4.12-5 through 4.12-9 apply to this option.

Venice/Robertson Station – ROW Station Option and Aerial Station Option

Mitigation measures 4.12-5 through 4.12-9 apply to these options.

Findings for Impact 4.12.4 The Metro Board finds that the implementation of the Mitigation Measures 4.12-2 through 4.12-9 will reduce significant security impacts of the Revised LPA to less-than-significant levels. The implementation of a security plan for LRT operations, monitoring equipment at stations, station designs that promote visibility and that are well lit, the monitoring of pedestrian activity at crossings near schools, conducting a Hazard Analysis, and traffic calming measures will all aid in increasing the security of the entire Revised LPA alignment.

4.13 HISTORICAL, ARCHAEOLOGICAL, AND PALEONTOLOGICAL RESOURCES

4.13.1 Historic Properties

Impact 4.13.1. The Jefferson Boulevard Design Option would include a new LRT bridge that would be built over and above the existing Pacific Electric/Southern Pacific Railroad bridge at Ballona Creek. The existing bridge would be retained. This bridge is disclosed in the Final EIS/EIR as an historic element on the corridor. And the determination of effect requires consultation and coordination with the State Office of Historic Preservation (SHPO). Metro and the Federal Transit Administration (FTA) have accomplished the required coordination, and the SHPO's letter of December 8, 2004 to the FTA determined that the Jefferson Boulevard bridge design option would not result in an adverse effect on the Ballona Creek railroad bridge because it would be retained. The SHPO also determined that there were nine other historic properties within the area of potential impact for the Project. In this regard, the SHPO determined that there would be no adverse affect on these properties. SHPO has also concurred that the removal of other railroad elements in the corridor would not result in adverse impacts to historic resources. Lastly, the possible alteration of historical setting and visual context of historic properties as part of construction of the revised LPA, is disclosed in the Final EIS/EIR as a significant impact. These potential significant impacts listed apply to the Revised LPA, which includes the Flower Street Design Option and the Jefferson Boulevard Medium Bridge Design Option (North Widening).

Mitigation Measure for Impact 4.13.1 Although the SHPO has determined that there would be no adverse effect on historic properties within the area of potential effect, Metro has committed to undertaking the following historic preservation measures:

Mitigation Measure 4.13-1. Memorandum of Agreement Under Jefferson Boulevard Design Option. Prior to the start of the Project earth disturbing activities, Metro will prepare a Memorandum of Agreement (MOA) with the State Historic Preservation Officer (SHPO) per 36 CFR 800.6 (c), if necessary. The MOA will be prepared in consultation with SHPO, and it will include stipulations for the preparation of a Cultural Resource Monitoring and Mitigation Plan (CRMMP) to be reviewed and approved by SHPO. The CRMMP will establish protocol for data recovery, site monitoring and identifying, curating, and cataloging of discovered archaeological or historic resources. A Draft Memorandum of Agreement was submitted to SHPO in a meeting on October 14, 2004.

Mitigation Measure 4.13-2. Historic American Engineering Record (HAER) documentation will be prepared for the SP/PE Santa Monica Air Line that historically occupied the Exposition Corridor. This report will document the significance of the resource and its physical conditions, both historic and current, through site plans, historic maps, photographs, written data, text, and video. This material will be published and made available to the public. A report documenting the contextual history of Pacific Electric and its significant role in American history, as well as its history in southern California, will be prepared as part of the HAER documentation required above.

Mitigation Measure 4.13-3. Historic reference and/or context of the right-of-way will be included in the Project. The work will convey information to the public regarding the historic context of the right-of-way and may also reference specific physical components of the SP/PE Santa Monica Airline. The development and oversight of the Project's historical reference will be done by Metro Art who will use the Metro Dorothy Peyton Gray Library as a reference.

Mitigation Measure 4.13-4. The nominal design of the overhead catenary system will be a low-profile configuration to reduce visual intrusion. In addition, modifications to this configuration, including span wire, will be used in particularly sensitive areas if deemed appropriate during design development. Catenary poles will be selected to be consistent with the character of the neighborhood. All catenary pole alternative designs will be consistent with basic standardized guideway components and will not radically alter the proposed basic design.

Findings for Impact 4.13.1 The Metro Board concurs with the State Office of Historic Preservation letter of December 8, 2004 that historic properties within and adjacent to the proposed right-of-way will not be adversely affected and as a result the Metro Board finds that impacts to these resources would be less-than-significant. The Metro Board also finds that implementation of Mitigation Measures 4.13-1 through 4.13-4 will document the historic character of the prior Pacific Electric and railroad corridor, and these actions would reduce impacts on historic resources to a less-than-significant level.

4.13.2 Archaeological Resources

Impact 4.13.2. The Project will require subsurface excavation in several areas including the USC/Exposition Park Undercrossing and Extended Undercrossing, the foundations and footings for aerial bridge structures at La Brea and La Cienega/Jefferson. These excavations may result in the accidental discovery of human remains or other artifacts of archaeological importance. The potential to disrupt archaeological resources is determined to be a significant impact. As a precautionary measure although discovery of human remains is unlikely during the construction of the revised LPA, mitigation for accidental discovery will be implemented as discussed below:

Mitigation Measures for Impact 4.13.2 The following mitigation measures will be implemented:

Mitigation Measure 4.13-5. If any human remains are encountered during construction, work in the immediate area of the find will be halted and the Los Angeles County Coroner will be contacted. This mitigation measure will ensure proper legal identification and/or documentation, if necessary. In areas of major subsurface excavation a qualified archaeologist will monitor major excavation activities to determine the presence of archaeological resources. Should resources be found, work will be halted and the resources shall be recovered and disposition to appropriate local and state agencies will be determined.

Findings for Impact 4.13.2. The Metro Board has determined that implementation of Mitigation Measure 4.13-4 (the implementation of a Cultural Resource Monitoring and Mitigation Plan to establish protocol in the event that historic resources are found during construction of the Revised LPA,) would ensure that discovered archaeological resources within the corridor are protected and preserved, and as a result, finds that impacts to the accidental discovery of archaeological resources would be reduced to a less-than-significant level.

4.13. 3 Paleontological Resources

Impact 4.13.3 The Project will require subsurface excavation in several areas including the USC/Exposition Park undercrossing, the foundations and footings for aerial bridge structures at La Brea and La Cienega/Jefferson. These excavations may result in the accidental discovery of paleontological resources. The destruction, and/or disruption of these resources are determined to be a significant impact.

Mitigation Measures for Impact 4.13.3 The following mitigation measures will be implemented:

Revised LPA

Mitigation Measure 4.13-6. Prior to any earth moving at the Project site, a qualified vertebrate paleontologist approved by the Los Angeles County Museum of Natural History – Vertebrate Paleontology Section (LACMVP) will be retained by Metro or its designated contractor to advise the Metro about mitigation alternatives and planning. The paleontologist will assist the Metro to develop a mitigation plan and a discovery clause/treatment plan to be implemented during earth-moving activities along the corridor. The clause/plan will allow for the management, monitoring, recovery and subsequent treatment of any fossil remains uncovered by these activities, and for the archiving and documentation of associated specimen and site data. The mitigation plan will include procedures and lines of communication to be implemented if fossil remains are uncovered by earth-moving activities.

Mitigation Measure 4.13-7. If fossil remains are found, any earth-moving activity will be diverted temporarily around the fossil site until the remains have been removed. The mitigation plan will address the treatment of recovered fossil remains including identification, curating, cataloging and reporting of specimens.

Findings for Impact 4.13.1 The Metro Board finds that Mitigation Measures 4.13-6 and 4.13-7 will mitigate potential significant impacts of the Revised LPA on local paleontological resources to less-than-significant levels. A pre-construction evaluation of the USC/Exposition Park Undercrossing site as well as the La Brea and La Cienega/Jefferson proposed grade separated sites by a qualified vertebrate paleontologist and the development and implementation of a mitigation plan that places the preservation of any resources found during earth-moving as a priority will substantially reduce the chances that paleontological resources will be damaged as a result of the implementation of the

Revised LPA. Thus, the Metro Board finds that paleontological impacts would be reduced to a less-than-significant level.

4.14 PARKLAND AND COMMUNITY FACILITIES

4.14.1 Parking and Access

Impact 4.14.1 The Final EIS/EIR discloses that there would be no direct impacts to parks and/or community facilities within the Project corridor where land or facilities would be removed. The Final EIS/EIR discloses that access to Los Angeles Trade Tech Community College may be disrupted by the removal of on-street parking on the east side of Flower Street south of Washington Boulevard and from the narrowing of sidewalks along Flower Street to provide an additional through traffic lane. The narrow sidewalks may adversely affect pedestrian access to the proposed 23rd Street station and connections from the station to the Trade Tech campus.

Mitigation Measures for Impact 4.14.1 The following mitigation measures will be implemented:

Mitigation Measure 4.14-1. With the implementation of the Flower Street Design Option as part of the Revised LPA, parking restrictions will be implemented on the west side of Flower Street between 17th Street and Exposition Boulevard. The restrictions will prohibit parking only during PM peak traffic hours.

Mitigation Measure 4.14-2. Prior to Final Design, Metro will conduct an urban design study with the City of Los Angeles and affected stakeholders to provide design guidelines for improvement of pedestrian station access at the 23rd Street Station and Jefferson Station and linkages to the Trade Tech College campus.

Findings for Impact 4.14.1 The Metro Board finds that the implementation of Mitigation Measures 4.14-1 and 4.14-2 will effectively reduce significant impacts of the Flower Street Design Option on parking and access to parkland and community facilities to less-than-significant levels. The loss of spaces on Flower Street will be mitigated by implementation of Mitigation Measure 4.14-1 where parking would be removed only during the peak hour and at all other times on-street parking would be allowed. This peak hour restriction-only measure would reduce the parking loss impact on Flower Street to a less-than-significant level. Also, to address sidewalk narrowing on Flower Street and its effect on pedestrian access, an urban design study will be prepared with the City of Los Angeles and affected stakeholders before Final Design to develop sidewalk design guidelines, which will aid in reducing significant pedestrian access impacts to less-than-significant levels.

4.15 CONSTRUCTION IMPACTS

Impacts and Mitigation Measures listed below reflect the assumption that the Flower Street Design Option, the Jefferson Boulevard Medium Bridge Design Option (North Widening), and the Venice/Robertson Station Design Option (Interim ROW Station and Aerial Station Options) will be adopted and constructed as a part of the Revised LPA.

4.15.1 Traffic

Impact 4.15.1 Construction activities may interfere with normal flow of traffic, causing some lanes to be closed to vehicles for various durations. Implementation of the Flower Street Design Option Undercrossing or Extended Undercrossing will result in the most significant traffic detours.

Mitigation Measures for Impact 4.15.1 The following Mitigation Measures will be implemented:

Revised LPA

Mitigation Measure 4.15-1. Metro will coordinate with the Los Angeles Department of Transportation (LADOT) and Culver City Public Works Department to designate and identify haul routes for trucks and establish hours of operation during final design. These routes will be situated to minimize noise, vibration, and other possible impacts.

Mitigation Measure 4.15-2. Metro will prepare a traffic management plan to facilitate the flow of traffic during construction. The plan will include the following:

- Implement diversions/detours to facilitate traffic flow throughout the construction zone;
- Temporarily restripe traffic lanes at significantly impacted locations, to the extent that this can increase the number of travel lanes provided during construction activities;
- Temporarily eliminate on-street parking in the vicinity of significantly impacted locations, to the extent that this can increase the number of travel lanes provided during construction activities; and
- Implement a public outreach/education program to inform the public about the planned construction process and encourage motorists to consider alternate travel routes.

Mitigation Measure 4.15-3. Metro will develop Worksite Traffic Control plans in cooperation with the Los Angeles Department of Transportation (LADOT) and the Culver City Public Works department to accommodate required pedestrian and traffic movements. LAUSD will be invited to participate as part of Metro's Third Party Coordination Group to develop the plans prior to approval by LADOT and the Culver City Public Works department, as required by City regulations.

Mitigation Measure 4.15-4. Metro will notify LAUSD of impending impacts on existing school bus routes.

Findings for Impact 4.15.1 Impact 4.15.1 cannot be mitigated to less-than-significant levels with the implementation of the above Mitigation Measures. This impact only occurs during the construction phase of the Project and, therefore, produces an unavoidable adverse effect that is temporary only. See Section 5.0 and Section 9.0 of this document for further discussion.

4.15.2 Parking

Impact 4.15.2 The significant impact of the loss of parking could affect business accessibility.

Mitigation Measures for Impact 4.15.2 The following Mitigation Measures will be implemented:

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Mitigation Measure 4.15-5. Contractors will be required to have all employees park off-street or on-street at Metro approved locations to minimize the loss of commercial parking.

Mitigation Measure 4.15-6. Prior to construction, Metro public affairs and construction staff shall contact and interview individual businesses, allowing for knowledge and understanding of how these businesses carry out their work. Metro shall use this information to develop worksite traffic control plans, identify alternative access routes, and make efforts during construction to maintain business activities.

Mitigation Measure 4.15-7. Unless required by worksite traffic control plans, construction activities shall be sequenced to minimize the temporary removal of multiple blocks of on-street parking at one time, which would make various on-street parking spaces available in an area under construction for a period of time. Where trackwork construction activities require the temporary removal of a block(s) of neighborhood on-street parking, design build contractors shall provide temporary replacement parking for that neighborhood on the Metro right-of-way or in an adjacent block, if possible. Any disagreements or questions as to the adequacy of this arrangement would be reviewed by LADOT of the City of Culver City Public Works Department, applicable jurisdiction of the location in question.

Findings for Impact 4.15.2 The Metro Board finds that Implementation of Mitigation Measures 4.15-5 through 4.15-7 will effectively reduce significant construction impacts on parking to less-than-significant levels. Coordination with contractors, affected business, construction schedules will make on-street parking available for as long as possible during the construction phase as not to interfere with local business activities.

4.15.3 Equity and Environmental Justice Considerations

Impact 4.15.3 Access to local facilities, services, and residences could be obstructed; loss of parking could decrease patronage to affected businesses.

Mitigation Measures for Impact 4.15.3 The following Mitigation Measures will be implemented:

Mitigation Measure 4.15-8. Metro shall provide affected communities and businesses with the telephone number of the Public Affairs Officers, who will be responsible for responding to questions about construction activities.

Mitigation Measure 4.15-9. Metro shall notify property owners, residences, and businesses of major construction activities (e.g., utility relocation/disruption and re-routing of delivery trucks).

Mitigation Measure 4.15-10. Metro shall coordinate with local businesses and residents to provide advanced notification of traffic detours and delays, and potential utility disruptions associated with construction.

Mitigation Measure 4.15-11. Temporary special signage shall be used to inform customers that merchants and other businesses directly affected by construction are open. The signage shall include special and closure information in advance of any future temporary closure. Signage shall also provide special access directions, if warranted.

Findings for Impact 4.15.3 The Metro Board finds that implementation of Mitigation Measures 4.15-8 through 4.15-11 will effectively reduce significant equity and environmental justice impacts to less-than-significant levels. Providing services and coordination with local communities and businesses, as well as, signage providing special information/directions, will aid in maintaining adequate access to local facilities and businesses.

4.15.4 Land Acquisition, Displacement and Relocation

Impact 4.15.4 Construction could disrupt businesses due to loss of parking or business access. These impacts are discussed above under “Parking” and “Equity and Environmental Justice Considerations.

Mitigation Measures for Impact 4.15.4 The following Mitigation Measures will be implemented:

Mitigation Measures 4.15-5 through 4.15-11 above apply to significant impacts related to land acquisition, displacement and relocation.

Findings for Impact 4.15.4 Refer to Subsections 4.15.2 and 4.15.3 above.

4.15.5 Visual Quality

Impact 4.15.5 Construction would be visible at nearby residential neighborhoods; construction lighting could alter lighting and create glare at nearby residential neighborhoods.

Mitigation Measures for Impact 4.15.5 The following Mitigation Measures will be implemented:

Mitigation Measure 4.15-12. Construction staging areas outside of the Metro right-of-way will be located adjacent to non-residential land uses, wherever possible. If complete avoidance of adjacent residential properties is not possible, then construction staging will be screened with materials and techniques approved by Metro. If located adjacent to single-story residential land uses, views from adjacent residences will be screened with black-out fencing, temporary landscaping, or other means.

Mitigation Measure 4.15-13. All construction lighting will be hooded and shielded to minimize spillover and glare. Alternately, screening can be used to shield construction lighting.

Mitigation Measure 4.15-14. Lighting will be directed toward the interior of the construction staging area and shielded so as to avoid or minimize spill over into adjacent residential areas. Lighting techniques are to be approved by Metro.

Findings for Impact 4.15.5 The Metro Board finds that avoiding the locating of construction staging areas near residential areas and implementing lighting techniques that reduce spillover light into adjacent residential areas will reduce impacts to less-than-significant levels.

4.15.6 Air Quality

Impact 4.15.6 Daily construction emissions are anticipated to exceed the SCAQMD construction threshold for PM₁₀. Out of all of the Downtown Los Angeles Connection Options, the Flower Street Option undercrossing has the most severe air quality impacts.

Mitigation Measures for Impact 4.15.6 The following Mitigation Measures will be implemented:

Mitigation Measure 4.15-15. The following is a list of feasible control measures that SCAQMD recommends to reduce PM₁₀ emissions during construction. These Mitigation Measures will be implemented for all areas where construction for the proposed Project would occur.

- Diesel Equipment Usage. The LACMTA will require contractors as part of their contract to minimize use of on-site diesel construction equipment, particularly unnecessary idling.
- Electric Powered Equipment. The LACMTA will require contractors to replace diesel-powered machinery with electrically powered machinery, where feasible.
- Equipment Emissions. Construction equipment will be shut off to reduce idling when not in direct use. Diesel engines, motors, or equipment will be located as far away as possible from existing residential areas. Low sulfur fuel will be used for construction equipment.
- Location of Staging Areas. If required, haul truck staging areas will be approved by the Los Angeles Department of Transportation. When feasible, haul trucks will be staged in non-residential areas away from school buildings and playgrounds.

- **Fugitive Dust Control.** Maintain fugitive dust control program consistent with the provisions of SCAQMD Rules 403 and 1186 for any grading or earthwork activity that may be required.
- **Site Watering.** Site wetting will occur often enough to maintain a twelve percent (12 percent) surface soil moisture content throughout any site grading or excavation activity. All unpaved parking or staging areas will be watered at least two times daily, and all on-site stockpiles of debris, dirt, or dusty material will be covered or watered in accordance with SCAQMD Rule 403.
- **Truck Covering.** Require all trucks hauling dirt, sand, soil or other loose substances and building materials to be covered.
- **Street Sweeping.** Utilize efficient street sweeping equipment at site access points and all adjacent streets used by haul trucks or vehicles that have been on-site in compliance with SCAQMD Rule 403.
- **Phasing.** To the extent feasible, phase construction activities to minimize concurrent dust generating activities within 2,500-square-foot radius of shaft site locations.
- **Wheel Washing Equipment.** Metro will require the contractor to install wheel/undercarriage-washing equipment or a functional equivalent at tunnel excavations as the first method by which to ensure that haul trucks have clean wheels and undercarriages before entering public roadways. The installation of wheel washers alone will not relieve the contractor of their responsibility to eliminate (remove) all track-out from public roadways. Should use of the wheel/undercarriage washing equipment not be effective, the contractor will be responsible for providing alternative solutions in addition to, or instead of, the use of the equipment to ensure elimination (removal) of all track-out from public roadways. This could require the contractor to have a street-sweeper in use any time muck is being removed from the construction site and as often as is required throughout each workday to ensure that public roadways are kept clear of all track-out.
- **Suspend Operations.** Suspend grading operations during second stage smog alerts, and during high winds, i.e., greater than 35 miles per hour.
- **Sidewalk and Window Cleaning.** Metro will implement a sidewalk and window cleaning program, if needed, to reduce construction-related dust impacts to local businesses and residences.
- **Metro Section 01566 Pollution Control Mandates.** All contractors as part of their contract will meet Metro Section 01566 pollution control mandates, which require that all equipment engines be properly tuned at all times.
- **Coordinate Construction Activities.** Metro will coordinate construction activities with school, daycare, and convalescent centers within the area that may be affected by the proposed Project to minimize air quality impacts to these sensitive receptor locations. In addition, Metro's Public Affairs Officers will be administer a construction impact program for the benefit of the community.
- **Signage Requirement.** Signs will be posted throughout the proposed alignment area that will include anticipated dates of construction activity, and the telephone number of the construction information desk that can log complaints, or offer additional information regarding the construction process.
- **VMT (Vehicle Miles Traveled) Reduction Strategy.** With regard to Project construction, Metro will require (through the construction contract administration process) that all contractors implement car/van pool programs throughout the construction process to minimize worker travel related VTM.
- **Dust Suppression.** Dust suppression will be applied in sufficient quantity and frequency to maintain a stabilized surface at all disturbed surface areas.
- **Vehicular Speed.** Vehicle speed will be limited to 15 miles per hour on unpaved roads.

Findings for Impact 4.15.6 The Mitigation Measures above will aid in reducing PM₁₀ emissions to comply with SCAQMD thresholds, but a temporary unavoidable adverse impact will remain. See Section 4.0 *Statement of Overriding Considerations* for further discussion.

4.15.7 Noise and Vibration

Impact 4.15.7 Construction noise would likely occur within 300 feet of residences, schools, or places of worship; ground-borne vibrations would cause intermittent localized intrusion along the alignment.

Mitigation Measures for Impact 4.15.7 The following Mitigation Measures will be implemented:

Mitigation Measure 4.15-16. The construction management firm shall monitor noise during construction activities. Regular noise monitoring shall be performed in areas where it is expected that the contractor would have difficulty meeting the property line noise limits. The monitoring includes weekly spot checks supplemented by monitoring in response to complaints.

Mitigation Measure 4.15-17. Noise control shall be a construction contract requirement to ensure that contractors consider community noise when designing construction sites, selecting construction procedures and equipment, and determining work schedules. The noise control requirements may include the following:

- Limit noisy construction activities, particularly during nighttime hours. Sample restrictions include: requiring pre-drilled piles and restricting the use of jackhammers and other pneumatic and impact devices.

Mitigation Measure 4.15-18. In noise sensitive areas, Metro may require contractors to select construction processes and techniques that create the lowest noise levels. Examples are the mixing of concrete off-site instead of on-site and using hydraulic tools instead of pneumatic tools.

Mitigation Measure 4.15-19. All equipment shall be required to have effective commercially available mufflers installed, consist with best urban construction practice.

Mitigation Measure 4.15-20. The use of backup alarms shall be minimized. Approaches to be considered for reducing noise intrusion caused by backup alarms include the following: lay out construction sites to minimize the need for backup alarms; use strobe lights in place of backup alarms at night; use flagmen to keep the area behind maneuvering vehicles clear; and use self-adjusting backup alarms that adjust the alarm loudness up and down depending on ambient noise. The safety implications of any procedures for reducing backup alarm noise shall be carefully reviewed before the procedure is implemented.

Mitigation Measure 4.15-21. Construction sites shall be laid out in a manner that the noisiest activities are as far as possible from noise sensitive receptors.

Mitigation Measure 4.15-22. Pile installation shall be by drilling not driving per existing Metro guidelines.

Mitigation Measure 4.15-23. Vibration monitoring shall be required for any construction process that could cause intrusive or damaging vibration.

Mitigation Measure 4.15-24. During final design, a detailed analysis of construction noise impacts shall be carried out and pre-construction surveys shall be conducted at properties where the potential

for significant vibration impact has been identified. In addition, measures to mitigate significant vibration impacts shall be developed for inclusion in construction contracts.

Mitigation Measure 4.15-25. If temporary sound barriers are required to meet City noise regulations, Metro shall review sound barrier designs prior to implementation. Most City regulations state that an increase less than 5 dBA.

Mitigation Measure 4.15-26. The Public Affairs Officer shall be responsible for responding to any local complaints about construction noise. The Officer would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and would be required to implement reasonable measures to address the issue. All signs posted at the construction site shall list the telephone number for the Officer.

Findings for Impact 4.15.7 The Metro Board finds that implementation of the above Mitigation Measures will effectively reduce significant noise and vibration impacts on local residences and sensitive receptors to less-than-significant levels. Construction activity requirements and constraints, noise and vibration monitoring and assessment, temporary sound barriers and community relations will reduce significant impacts to those nearest the alignment.

4.15.8 Exposure to Hazardous Substances

Impact 4.15.8 Impacts associated with encounters with hazardous materials would be mitigated prior to construction. It is important to note that the construction of large projects of any type have the chance of encountering unexpected substances. During construction of the Revised LPA and other possible options, Metro and its design build contractor would utilize best safety practices in the unlikely event of revealing hazardous substances. Safety and proper removal of the hazardous substance would prevail over adherence to the set construction schedule in the event that that choice must be made.

Mitigation Measures for Impact 4.15.8 The following Mitigation Measures will be implemented:

Mitigation Measures 4.9-1 through 4.9-6 listed in Section 4.9 Exposure to Hazardous Substances above will be implemented prior to construction activities to reduce effects to acceptable levels.

Findings for Impact 4.15.8 Refer to findings for Section 4.9 Exposure to Hazardous Substances.

4.15.9 Water Resources

Impact 4.15.9 Construction activities could result in increased erosion and sediments to surface waters; construction activities may violate water quality standards, provide substantial additional sources of polluted runoff, or otherwise substantially degrade water quality.

Mitigation Measures for Impact 4.15.9 The following Mitigation Measures will be implemented:

Measure 4.15-27. A program of best management practices (BMPs) and “best available technologies” shall be implemented to reduce potential impacts to water quality that may result from construction activities. To reduce and/or eliminate construction-related water quality impacts, before the onset of construction activities, Metro or its contractors shall obtain coverage under the NPDES General Construction Permit. Construction activities shall comply with the conditions in the permit, which include preparation of a stormwater pollution prevention plan, implementation of BMPs, and monitoring to ensure impacts to water quality are minimized. As part of this process, multiple BMPs shall be implemented to provide effective erosion and sediment control. These BMPs shall be

selected to achieve maximum sediment removal and represent the best available technology that is economically achievable. BMPs to be implemented as part of this mitigation measure may include the following:

1. Employ temporary erosion control measures (such as silt fences, staked straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover) for disturbed areas;
2. Use BMPs that shall be acceptable to Metro, local jurisdictions, and the Regional Water Quality Control Board to protect storm drain inlets in the construction area and in downstream off-site areas;
3. Sweep dirt and debris from paved streets in the construction zone on a regular basis, particularly before predicted rainfall events; and
4. Provide grass or other vegetative cover on the construction site as soon as possible after disturbance.

Mitigation Measure 4.15-28. Water quality control measures shall be implemented to prevent release of sediment to Ballona Creek. Metro shall ensure that water quality control measures, such as silt barriers/curtains, are in place before construction activities begin along Ballona Creek.

Findings for Impact 4.15.9 The Metro Board finds that implementation of water quality control measures and best management practices to prevent the release of sediment and erosion will reduce significant impacts to less-than-significant levels.

4.15.10 Energy Resources

Impact 4.15.10 The highest indirect energy consumption would occur during demolition and then construction of on-site facilities.

Mitigation Measures for Impact 4.15.10 The following Mitigation Measures will be implemented:

Mitigation Measure 4.15-29. Metro shall implement a construction energy conservation plan. Metro shall encourage contractors to adopt construction energy conservation measures including, but not limited to, the following:

1. Use energy-efficient equipment;
2. Incorporate energy-saving techniques during construction;
3. Avoid unnecessary idling of construction equipment;
4. Consolidate material delivery as much as possible to ensure efficient vehicle utilization;
5. Schedule delivery of materials during non-rush hours to maximize vehicle fuel efficiency;
6. Encourage construction workers to carpool; and
Maintain equipment and machinery, especially those using gasoline and diesel, in good working condition.

Findings for Impact 4.15.10 The Metro Board finds that the implementation of a construction energy conservation plan will reduce the amount of energy utilized by construction activities related to the Revised LPA to less-than-significant levels.

4.15.11 Safety and Security

Impact 4.15.11 Construction activities would affect pedestrian and motorist's safety.

Mitigation Measure for Impact 4.15.11 The following Mitigation Measures will be implemented:

Mitigation Measure 4.15-30. Metro shall coordinate with and notify LAUSD when vehicular and pedestrian routes to school are affected.

Mitigation Measure 4.15-31. LAUSD, as well as LADOT and the Culver City Public Works department, shall be invited to participate as part of Metro's Third Party Coordination Group to ensure safe and convenient pedestrian routes to schools are maintained, and to publish and distribute school pedestrian route maps.

Mitigation Measure 4.15-32. Metro shall provide sufficient notices to forewarn children and parents when school pedestrian routes are affected.

Mitigation Measure 4.15-33. Metro or their designated contractor shall coordinate with and notify LAUSD the schedule for LRT construction. LAUSD shall be notified when construction would occur within a half-mile of a LAUSD school.

Mitigation Measure 4.15-34. Metro shall install appropriate traffic controls (signs and signals) as needed in conformance with LADOT and Culver City Public Works Department standards to ensure pedestrian and vehicular safety during construction.

Mitigation Measure 4.15-35. Metro shall provide, at no charge to LAUSD, an instructional safety program that will cover safety issues relative to construction of the LRT Project.

Mitigation Measure 4.15-36. Construction shall be scheduled and haul routes shall be planned to minimize conflicts during school arrival and dismissal times.

Mitigation Measure 4.15-37. Metro shall provide the funding for crossing guards in the vicinity of all construction sites and haul routes as warranted in accordance with criterion contained in the California DOT Traffic Manual, Chapter 10-07.3, Warrants for Adult Crossing Guards. Where the manual criterion does not warrant placement of crossing guards, Metro may provide crossing guards during school hours on a site-specific basis considering the conditions and criterion stated in the manual. Metro shall provide crossing guards during school arrival and departure hours during construction, where related lane closures will divert traffic to residential streets utilized by elementary and middle school students.

Mitigation Measure 4.15-38. The construction contractor shall be responsible for providing flag persons at construction sites and construction staging areas, as needed, where construction activities compromise the safety of pedestrians and/or motorists while traveling to and from school.

Mitigation Measure 4.15-39. The contractors shall be required, in conformance with provisions in the California Vehicle Code, to inform their drivers that they must drive cautiously in areas with concentrations of school children and must stop when they encounter school buses using red flashing lights.

Mitigation Measure 4.15-40. As part of the stipulations of the construction contract, the contractor shall not allow construction vehicles to stage or park along streets bordering school sites. Vehicles used to transport construction workers shall be required to park elsewhere. The adequacy of these provisions shall be reviewed with the LAUSD School Traffic and Safety Department.

Mitigation Measure 4.15-41. The contractor shall be responsible for providing security at construction sites at a level that Metro determines to be appropriate in accordance with Metro Rail Transit Design Criteria and Standards, Fire/Life Safety Criteria, Volume IX. Metro shall provide security patrols at construction staging and construction sites by Los Angeles law enforcement

agencies under contract to Metro; install temporary fencing around major construction sites and construction staging areas; install screening, to block views of the major construction sites from motorists to avoid distraction; and install appropriate signage and lighting as required by LADOT and Culver City Public Works Department.

Mitigation Measure 4.15-42. Citations with fines shall be issued for trespassing on construction sites, by L.A. law enforcement agencies under contract to Metro.

Mitigation Measure 4.15-43. Newsletters shall be prepared and distributed to keep the public informed about safety issues during construction. In addition, information booths shall be provided at local community events.

Mitigation Measure 4.15-44. Standard lighting levels, as required by the City of Los Angeles and Culver City, for detours and existing roadways through and around construction zones shall be implemented.

Findings for Impact 4.15.11 The Metro Board finds that implementation of the numerous measures above will effectively mitigate significant safety impacts on pedestrians and motorists to less-than-significant levels. Enforcing extensive requirements on contractors and coordination with local jurisdictions and LAUSD will reduce the impacts to pedestrians and motorists who regularly travel or commute adjacent to the Revised LPA.

4.15.12 Historic, Archaeological, and Paleontological Resources

Impact 4.15.12 Excavation for construction of caissons for aerial structure supports may result in alteration, removal, and destruction of archaeological sites or of paleontological resources that could be present in the soils that underlie the Exposition right-of-way.

Also, the Jefferson Boulevard Medium Bridge Design Option with street widening to the north will preserve the Ballona Creek Bridge and will not be considered by SHPO as an adverse visual effect since the existing setting of the bridge has already lost integrity because of the proximity of adjacent roadways.

Mitigation Measures for Impact 4.15.12 The following Mitigation Measures will be implemented:

Mitigation Measures 4.13-1 through 4.13-7 listed in Section 4.13 Historic, Archaeological and Paleontological Resources above will be implemented to reduce impacts on historic, archaeological and paleontological resources. No additional measures would be required.

Findings for Impact 4.15.12 Refer to Section 4.13 Historic, Archaeological and Paleontological Resources.

4.15.13 Parkland and Community Facilities

Impact 4.15.13 Vehicular access may be limited during construction due to temporary street or lane closure; loss of on-street parking could potentially reduce access to nearby community facilities.

Mitigation Measures for Impact 4.15.13 The following Mitigation Measures will be implemented:

Mitigation Measures 4.15-2 and 4.15-3 in subsection 4.15.1 Traffic and Mitigation Measures 4.15-5 and 4.15-7 in subsection 4.15.2 Parking above also applies to parkland and community facilities.

Findings for Impact 4.15.13 Reconfiguration of streets and signal timing as well as additional parking provisions provided for in the above applicable Mitigation Measures will aid in reducing adverse traffic and parking impacts during the construction phase of the Project. The Metro Board finds that these Mitigation Measures will reduce impacts to less-than-significant levels.

5.0 SIGNIFICANT EFFECTS THAT ARE NOT MITIGATED TO A LESS-THAN-SIGNIFICANT LEVEL

The Final EIS/EIR identified the following significant or potentially significant construct-phase-related impacts, as described below, that cannot be mitigated to a less-than-significant level, despite the implementation of Mitigation Measures or selection of alternatives to reduce these impacts. As stated in CEQA Guidelines Section 15091, the Metro Board finds that “Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible . . . mitigation measures or project alternatives” identified in the Final EIS/EIR. The Metro Board further finds that the LRT Project has been designed in a manner that reduces impacts to the maximum extent reasonably feasible, while achieving the specific economic, legal, social and technological benefits intended to be provided in the Los Angeles Mid-City/Westside transit Corridor study area.

- **Construction - Traffic.** The Final EIS/EIR discloses that during the construction phase of the LPA, including the Flower Street Design Option Undercrossing and the Jefferson Boulevard Medium Bridge Design Option (North Widening), that despite a implementation of a Construction Traffic Control Plan, there is the potential for temporary adverse impacts on local traffic resulting from temporary lane or street closures and the displacement of on-street parking. These traffic interferences include: construction vehicle and worker traffic, delay of school buses, delay of Emergency Service Response time, temporary closures of Flower Street and Exposition Boulevard, temporary closure of the I-110 freeway southbound off-ramp at Exposition Boulevard, closure of select lanes of Jefferson Boulevard, and the temporary conversion of National Boulevard to one-lane in each direction, all of which will cause traffic delays and diversions.
- **Construction - Air Quality.** PM₁₀ emissions from the construction of the Revised LPA, including the Flower Street Design Option undercrossing construction will cause temporary significant air quality impacts that cannot be mitigated to less-than-significant levels. Even after implementation of Mitigation Measures, the PM₁₀ emissions generated in the site preparation/demolition, grading, and construction phases will still exceed South Coast Air Quality Management District daily emissions PM₁₀ thresholds.

6.0 EFFECTS DETERMINED NOT TO BE SIGNIFICANT OR LESS THAN SIGNIFICANT

The Metro Board finds that, based upon substantial evidence in the record, as discussed below, the following impacts associated with the Revised LPA and Recommended Options are less-than-significant, and no mitigation is required. Explanations below apply to the Revised LPA including Flower Street Design Option, Jefferson Boulevard Medium Bridge Design Option-North Widening, and the Venice/Robertson Station Design Option-ROW unless otherwise specified. Explanations also apply to the optional USC/Exposition Park station at Kinsey Drive.

6.1 TRANSIT

With the implementation of the Revised LPA and Recommended Options, the public transportation system of the study area will have the capacity to serve more residents and increase daily boardings. Increased levels of transit service will be provided by light rail and the bus feeder system that will support it. The Metro Board finds that transit impacts of the Revised LPA and Recommended Options and other options are considered to be beneficial.

6.2 PARKING

As part of the Revised LPA, 221 off-street parking spaces within the Metro-owned right-of-way will be removed. This is a reduced number from the previously considered Hill Street Couplet (in the original LPA), which would have removed 278 off-street parking spaces in the Downtown Los Angeles Connection segment of the alignment. There are no anticipated impacts related to spillover parking in residential areas and the loss of on and off-street parking in considering the implementation of the revised LPA, is less than significant. Therefore, the Metro Board finds that these potential parking impacts of the Revised LPA and Recommended Options are less than significant and do not require mitigation.

6.3 LAND USE/NEIGHBORHOODS

The Revised LPA and Recommended Options will be consistent with all applicable regional plans of agencies with jurisdiction over the Project. Also, the Revised LPA and Recommended Options will be consistent with all applicable land use plans, policies, regulations, and general plans of agencies with jurisdiction over the Project. Although, there are no anticipated conflicts with applicable plans or regulations, mitigation measures will still be implemented (See Section 4.0 “4.3 Land Use/Neighborhoods”). Therefore, the Metro Board finds that there is no impact to less than significant impact in the area of land use and neighborhoods in regards to the Revised LPA and Recommended Options.

6.4 LAND ACQUISITION, DISPLACEMENT, AND RELOCATION

Under the Revised LPA, specifically the Flower Street Design Option (USC/Exposition Park Undercrossing and Extended Undercrossing Options, USC/Exposition Park station at Kinsey Drive) and Jefferson Boulevard Medium Bridge Design Option (North Widening), no Metro right-of-way licenses exist nor will be terminated. No Metro licenses will be affected by the Venice/Robertson Station Design Option (ROW Interim Station) or the aerial option. No Metro leases will be terminated under the Flower Street Design Option (alignment) of the revised LPA, but all Metro leases will be terminated under the Jefferson Boulevard Medium Bridge Design Option (North Widening). This impact is considered less-than-significant because lessees affected by the termination of the Metro leases would be entitled to relocation assistance under the Uniform Act or

California Act. Therefore, the Metro Board finds that the above impacts are less than significant and do not require mitigation measures.

6.5 EQUITY AND ENVIRONMENTAL JUSTICE CONSIDERATIONS

With implementation of the Revised LPA and Recommended Options, populations sensitive to environmental justice concerns will have greater access to regional activity centers and employment opportunities. The Project would have a beneficial impact with improved access to transit. There will be no substantial parking space losses to local businesses, except for under the Venice/Robertson Station Design Option (ROW Interim Station), which is still considered to be a less-than significant impact. Metro leases in the area of the Venice/Robertson Station Design Option (ROW Interim Station) allow for parking spaces removal. In the Flower Street alignment, there will be no displacement of businesses. Therefore, the Metro Board finds that the potential impacts discussed are at less-than-significant levels and do not require mitigation measures.

6.6 VISUAL QUALITY

Under the Revised LPA and Recommended Options, no new impacts are anticipated to effect any designated Scenic Highways adjacent to the alignment. Implementation of the Flower Street Design Option and the Jefferson Boulevard Medium Bridge Design Option (North Widening) would create no significant impacts to scenic vistas, or from light and glare. The Flower Street alignment option would fit into the urban character of the study area and the five-foot high safety walls constructed would introduce a new visual element, yet views and visual character would not be significantly altered (except with implementation of the USC/Exposition Park station at Kinsey Drive). The Jefferson Boulevard Medium Bridge Design Option (North Widening) would obstruct and already limited pedestrian or cyclists view of the Baldwin Hills ridge line. The Metro Board finds that because the Revised LPA and Recommended Options will not significantly impact Scenic Highways, visual character, and vistas, these impacts are, therefore, less –than significant and do not require Mitigation Measures.

6.7 AIR QUALITY

Significant air quality impacts of the Revised LPA and Recommended Options do not exist except in the construction phase (see discussion in Section 4.0). With regards to regional emissions, mobile emissions are not anticipated to exceed State or federal thresholds. Roadway intersections, park-and-ride facilities, and the proposed transit centers are not anticipated to generate CO (carbon monoxide) hotspots. The roadway intersections analyzed in the Final EIS/EIR included: National and Washington Boulevards, Jefferson and National Boulevards, La Cienega and Jefferson Boulevards, Normandie Avenue and Exposition Boulevard, and Vermont Avenue and Exposition Boulevard. Proposed parking facilities and transit centers analyzed include Crenshaw, La Cienega, and Venice/Robertson Stations. The Revised LPA and Recommended Options comply with the U.S. Environmental Protection Agency (USEPA) transportation conformity criteria. Therefore, the Metro Board finds that these potential air quality impacts are less than significant and do not require mitigation measures.

6.8 NOISE AND VIBRATION

With the implementation of the Revised LPA and Recommended Options, air-borne noise and vibration impacts will be less than significant specifically along the Flower Street alignment and the Jefferson Boulevard Medium Bridge Design Option (North Widening). However, significant noise and vibration impacts and corresponding mitigation measures are discussed in regard to the other areas of the alignment, such as the Mid-Corridor and the Venice/Robertson Station Design Option

(ROW Interim Station). The Flower Street alignment and the Jefferson Boulevard Medium Bridge Design Option (North Widening) are not located adjacent to many residences and/or sensitive receptors and, therefore, the Metro Board finds that these potential impacts are less than significant.

6.9 WATER RESOURCES

In implementing the Revised LPA and Recommended Options, the National Pollutant Discharge Elimination System (NPDES) permit process would apply to regulate point source discharges to surface waters. Compliance with this regulation would aid in keeping all elements of the Project from overloading the existing sewer system. Also, although the Revised LPA and Recommended Options would create a slight increase in the amount of impermeable surface, which would slightly affect groundwater recharge, landscaping along the alignment would help to offset this increase.

Ballona Creek, which transverses the alignment in the West End segment, is subject flooding during 100-year storm events. To prevent any significant flooding impacts, the Revised LPA and Recommended Options would be constructed in accordance with all state and local flood plain standards. The Venice/Robertson Station Design Option (ROW Interim Station) station area would not be adjacent to any body of water or a 100-year flood plain and will be designed to direct surface runoff to existing drainage systems.

The above potential impacts of the Revised LPA and Recommended Options, including sewer system effects, groundwater effects, flooding, and the increase of impermeable surfaces, will be completely avoided with compliance with applicable state and federal regulations. Therefore, the Metro Board finds that these impacts are less than significant and mitigation measures are not required.

6.10 BIOLOGICAL RESOURCES

The Venice/Robertson Station Design Option (ROW Interim Station) of the Revised LPA is not anticipated to affect any biological resources in the area. The Metro Board finds that there is no impact and mitigation measures are not required.

6.11 ENERGY RESOURCES

Implementing the Revised LPA (and other options as funds are available) will produce an approximately 0.002 percent lower projected fuel consumption than with no implementation. The vehicle mile traveled (VMT) and correspondingly higher energy consumption is higher with the implementation of no project than with the implementation of the Revised LPA and Recommended Options. Therefore, the Metro Board finds this to be a beneficial impact of the Revised LPA and Recommended Options.

6.12 SAFETY AND SECURITY

Under the Flower Street Design Option of the Revised LPA, LRT trains will not exceed 35 miles per hour; therefore, additional safety features will not be warranted. Also, under the Jefferson Boulevard Medium Bridge Design Option (North Widening), because the LRT crossing would be grade separated at Jefferson Boulevard, additional safety feature would not be warranted. Considering these facts, the Metro Board finds that these potential safety impacts are less than significant.

6.13 HISTORICAL, ARCHAEOLOGICAL, AND PALEONTOLOGICAL RESOURCES

As part of the Revised LPA and Recommended Options, removal of historic railroad tracks and associated right-of-way elements would occur. It is the "alignment" not the railroad tracks, ties and

equipment that the State Historic preservation Office (SHPO) has determined to be eligible for the National Register of Historic Places (NRHP). Nonetheless, mitigation measure will still be implemented to document the historic operations on the alignment. Removal of the railroad tracks will not result in a significant impact and there are no additional impacts on historic properties that would be passed by the Flower Street Design Option of the Venice/Robertson Station Design Option (ROW Interim Station).

Although discovery of human remains is unlikely, mitigation for accidental discovery will be implemented. The Metro Board finds the above potential significant impacts to be less than significant with implementation of precautionary Mitigation Measures.

6.14 PARKLAND AND COMMUNITY FACILITIES

Significant impacts on parklands adjacent to the Revised LPA and Recommended Options alignment are not anticipated as a result of the Project's implementation. Community facilities will benefit from the improved transit access the Revised LPA and Recommended Options will bring, particularly with respect to the Flower Street Alignment. The Metro Board finds that these potential impacts are less-than-significant.

6.15 CONSTRUCTION IMPACTS

Land Use/Neighborhoods - Construction activities would not physically divide existing communities or require a change in land use designation.

Geology, Soils, and Seismicity - As construction is at street level, it would not expose workers to hazards from geologic and seismic hazards.

Biological Resources - Construction activities would not affect ecological resources

Findings for Impacts Determined to be Less than Significant: The Metro Boards finds that the above identified impacts require no further mitigation to be considered less than significant.

7.0 CUMULATIVE IMPACTS

The cumulative impacts analysis in the Final EIS/EIR is based upon a summary of projections contained in an adopted planning document, namely, the Southern California Association of Government's (SCAG) 2004 Regional Transportation Plan (RTP), entitled "Destination 2030." SCAG states that lead agencies, such as Metro, may use the region-wide impact analysis contained in the Regional Transportation Plan Final Program EIR as the basis of their cumulative impact analysis. Therefore, the 2004 Regional Transportation Plan Final Program EIR (SCH No. 2003061075, April 2004), was used as the basis of the cumulative impact analysis.

The RTP is a regional planning document that establishes the goals, objectives, and policies for the region's transportation system and establishes an implementation plan for transportation investments through the year 2030. SCAG refers to the RTP as a "blueprint" for a coordinated and balanced transportation system that links job centers to residential communities, and encourages compact growth patterns that reduce harmful environmental effects.

Section “4.17 Other CEQA Determinations” of the Final EIS/EIR indicates the potential cumulative impacts in the following areas:

- **Parking:** The reduction in the amount of on-street parking or the use of on-street parking by transit users in station areas would have the cumulative impact of making it increasingly more difficult to find available on-street parking. This would result in significant adverse effects in areas where the current supply of off-street parking is not adequate to fully meet the needs of the land uses generating the parking demand. This is a cumulative effect of developments being built with inadequate parking and the reliance on the automobile for mobility in the Study Area and throughout Los Angeles County.

Over the years, many of the local jurisdictions along the Exposition corridor did not require adequate off-street parking and in some instances did not require any off-street parking. This has caused many of the land uses in older buildings along these corridors to depend on the use of on-street parking to meet their employee and customer parking needs. The local jurisdictions all have parking programs designed to address this cumulative parking impact either through the provision of off-street public parking or the regulation of the use of on-street parking. In addition, the Revised LPA would include construction of three parking structures to accommodate the anticipated demand generated by the Project. Wherever feasible, replacement parking would be provided to offset the loss of on-street parking. Where all other measures fail, Metro will pay the organizing cost of preferential parking zones for residents.

- **Land Acquisition, Displacement and Relocation:** The development of transit improvements along the alignment would entail the termination or non-renewal of current leases along the right-of-way. These changes may have a direct adverse effect on some businesses that are entirely located within the right-of-way or those that rely substantially on land in the right-of-way for their operations. SCAG states that the RTP would require the acquisition of rights of way that displaces a substantial number of existing homes and businesses. The Revised LPA and Recommended Options would contribute to a cumulative displacement effect, although all acquisitions would be mitigated through applicable relocation assistance programs.
- **Equity & Environmental Justice Considerations:** SCAG anticipates that urbanization in its region will increase substantially by 2030. Regional transportation improvements will result in cumulative effects by facilitating population growth in certain areas of the region that are currently vacant natural lands. The Revised LPA and Recommended Options would not contribute to this cumulative effect due to the fact that the resulting mobility improvements will occur in an already urbanized area. SCAG also states that the RTP would require the acquisition of rights of way that displaced a substantial number of existing homes and businesses. The Revised LPA and Recommended Options would contribute to a cumulative displacement effect, although all acquisitions would be mitigated through applicable relocation assistance programs.

The 2004 RTP Program EIR concludes that RTP projects potentially would obstruct views of scenic resources, thus resulting in a cumulative visual quality impact. Several components of the Revised LPA and Recommended Options would introduce adverse visual elements to the environment. Elevated structures, catenary wires, noise walls, fencing, and other visual elements of the proposed Revised LPA and Recommended Options would have potential to result in significant visual impacts. Mitigation Measures contained in the previous Section 4.0 (“4.6 Visual Quality”) would reduce all identified impacts to less-than-significant levels.

The impacts described would contribute to a cumulative visual impact, but they are not outside the scope of the cumulative findings of the 2004 RTP Program EIR.

- **Historic, Archaeological and Paleontological Resources:** SCAG's analysis of the 2004 RTP concludes that a significant cumulative impact to cultural resources would result due to a substantial increase in urbanization in the SCAG region by 2030. Certain transportation improvements in the RTP would likely result in significant impacts to very few historic, archaeological, and paleontological resources. Impacts to cultural resources resulting from the Revised LPA and Recommended Options, although mitigated to less-than-significant levels, would contribute to the cumulative impacts detailed in the 2004 RTP EIR.

The Metro Board finds that the above identified cumulative impacts of the Revised LPA and Recommended Options, are acceptable considering the benefits that the Project and Recommended Options will create for the region.

8.0 PROJECT ALTERNATIVES AND MITIGATION MEASURES

8.1.1 Prior Analysis of Alternatives

Alternatives evaluated in the Mid-City/Westside Transit Corridor Study Re-Evaluation/Major Investment Study evolved over a 17-year time span and reflected a certain evolutionary process influenced by expanded knowledge of the existing geotechnical conditions, and greater community awareness and understanding of general transit needs. This process was derived from previous studies of the selected original LPA associated with the Exposition Right-of-Way (ROW), currently owned by Metro, as a viable future transit improvement opportunity.

Based on previous study efforts conducted for the study area, a set of alternatives was selected for screening in the MIS phase prior to the preparation of the Draft EIR/EIS. The alternatives evaluated in the MIS pertaining to the Exposition Corridor only, and the recommendation to either study an alternative or eliminate it from further consideration are described below.

- **Exposition Bus Rapid Transit (BRT).** This alternative offers significant long-term transportation benefits and provides connection to Downtown Los Angeles, USC, Exposition Park and Harbor Freeway Transitway from key centers in Santa Monica, West Los Angeles, and Culver City.
- **Mid-City/Exposition Light Rail Transit (LRT).** This alternative offers significant long-term transportation benefits and provides connection to Downtown Los Angeles, USC, Exposition Park, and Harbor Freeway Transitway from key centers in Santa Monica, West Los Angeles, and Culver City. This alternative has less frequent disruption of intersections and adjacent properties when compared with the BRT and has the capacity to serve post-2020 demand.

The MIS conclusions and recommendations listed above were forwarded to Metro for their consideration.

Metro Board Actions (February 2000, June 2001)

At Metro's regular February 2000 Board meeting, the Wilshire BRT and Exposition Bus Rapid Transit and Light Rail Transit alternatives were selected for environmental review and further analysis. Following preparation of the Draft EIS/EIR in June 2001, the Metro Board adopted a Locally Preferred Alternative (LPA) consisting of Bus Rapid Transit (BRT) for the Wilshire Boulevard

route and Light Rail Transit (LRT) for the Exposition route. At that time, the Metro Board separated the Wilshire BRT and Mid-City/Exposition LRT in separate environmental documents.

This original LPA is identical to the Mid-City/Exposition LRT analyzed as Alternative 3A in the Draft EIS/EIR, following action by Metro to separate the Mid-City/Exposition LRT and the Wilshire BRT into separate projects. The Mid-City/Exposition Corridor LRT Locally Preferred Alternative (original LPA) reflects the MOS identified in the Draft EIS/EIR. The adoption of the original LPA has resulted in the Mid-City/Exposition LRT MOS as adopted as the proposed project for the Mid-City/Exposition LRT Final EIS/EIR and that there is no project extending beyond the two terminal points of the original LPA.

8.1.2 No-Action Alternative

This No-Action alternative is required by Section 15126.6 of the CEQA Guidelines and consists of existing and committed elements of the region's transportation plan, excluding the proposed fixed guideway transit (bus and light rail transit) investments for the study corridor. The No-Action Alternative includes all highway and transit projects and operations that the region and Metro expect to be in place by the year 2020. These include improvements to the local bus systems and operation of the existing Red, Blue, Green, and Gold Lines.

Findings for No-Action Alternative

The Metro Board finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the No-Action alternative identified in the Final EIS/EIR (CEQA Guidelines 15091(a)(3)). Although the No-Action alternative would involve fewer environmental impacts, it would not provide the desired levels of mobility and accessibility for the lower-income, transit-dependent and community that it would serve. It would not provide adequate access to the broader range of employment, shopping, educational, and cultural opportunities and, therefore, would not be consistent with the goals and objectives for the Los Angeles Mid-City/Westside Corridor as developed through the extensive studies and public participation in the corridor. The No-Action alternative also would not provide the air quality emissions reductions during operations that the Revised LPA would provide.

8.1.3 Environmentally Superior Alternative/Revised LPA

The following is a description of the Metro-determined Environmentally Superior Alternative, which is virtually identical to the Revised LPA (Original LPA adopted in 2001 with the additions of Metro Staff Recommended changes and Design Option to be adopted):

Downtown Los Angeles Connection Options. When comparing the Downtown Los Angeles Connection Options, the Hill Street original LPA route and the Hill Street Couplet Design Option both result in adverse LRT and traffic operations and traffic interface at the Washington Boulevard and Hill Street intersection. Both Hill Street options result in significant parking and environmental justice impacts due to the unmitigatable loss of parking by local business on Hill Street. In the comparison, the Flower Street Design Option would not have these adverse effects and is environmentally superior.

Among the Flower Street Design Options there would also be sub-options regarding a partially covered under-crossing, a covered under-crossing, and an extended covered under crossing. In general, the covered under-crossings are less visually intrusive than the uncovered option, particularly in the areas adjacent to Exposition Park and USC. The extended under-crossing would require increased excavation and other temporary construction effects such as traffic, air quality and noise as compared to the shorter under-crossing. Overall, there would be little or no substantial

long-term environmental impact distinction between the two covered under-crossing options. The extended under-crossing options is, however, somewhat less disruptive to pedestrian connections between Exposition Park and the USC campus, and may be considered environmentally superior. The Flower Street Design Options are a part of the Revised LPA as recommended by Metro staff.

La Cienega Parking Options. The environmentally superior approach at this location is for Metro, in coordination with the City of Los Angeles, to utilize the former ECIS portal site (La Cienega Southeast Parking) for the La Cienega Station parking structure. Since completion of ECIS, the majority of the site has been left vacant. The Southwest Corner Parking Option would require that the privately owned Public Storage site be acquired and the business relocated. Utilization of the former ECIS site for the La Cienega Station parking facility is a part of the Revised LPA as recommended by Metro staff.

Jefferson Boulevard Design Options. The Medium Bridge Design Option of Jefferson Boulevard near National Boulevard is environmentally superior to the original LPA. The original LPA creates an at-grade LRT crossing at the intersection of Jefferson and National Boulevards. The Medium Bridge Design Option would avoid traffic and LRT conflicts at this location by grade-separating the LRT from the intersection. The widening of Jefferson Boulevard on the south side would be environmentally superior to widening Jefferson Boulevard on the north side as this option would avoid acquisition of three local businesses. However, Metro staff recommends the widening of Jefferson Boulevard on the north side because widening to the south would require a more costly aerial guideway structure to allow for widening of the roadway within the Metro owned right-of-way. By widening Jefferson Boulevard to the north, the elevated guideway west of La Cienega would be built on structurally engineered fill. If Jefferson Boulevard were widened to the south, a right turn lane would need to run under the bridge and thus, the elevated guideway would have to be supported by a bridge structure built on columns instead of earthfill. The Jefferson Boulevard North Widening option of the Jefferson Boulevard Design Option (Medium Bridge) is a part of the Metro staff recommendations that make up the Revised LPA.

Venice/Robertson Design Options. The original LPA identifies an at-grade terminal station location between Venice and Washington Boulevards along the Metro ROW. This location would require the LRT vehicles to cross within 200 feet of the Washington/National Boulevard intersection. The traffic analysis presented in Section 3.3 Parking of the Final EIS/EIR suggests that maintaining the at-grade crossing requires a complex traffic signal phasing solution and a widening of National Boulevard from the railroad right-of-way to mid-block between Washington and Venice Boulevards. As part of the local coordination process, Culver City has expressed concern regarding the ability of any Mitigation Measures to maintain an acceptable level of service at the intersection. Due to this concern, options have been developed to avoid an at-grade LRT crossing near this intersection. The design options include two terminal station alternatives located east of National Boulevard and an aerial station option to bridge the LRT over both streets. The east of National Boulevard options include a terminal station within the Metro ROW and one north of the Metro ROW. The ROW option is environmentally superior to the North of ROW option because it would avoid the taking of a local business on the southeast corner of the Washington/National Boulevards intersection. Between the ROW station and the Aerial Station bridging National and Washington Boulevards, the primary distinction would be visual appearance. There would be more convenient access to parking and bus connections with the Aerial Station option. The proximity to parking associated with the aerial station would maximize use of the proposed parking located north of Venice Boulevard. The more eastern station location could result in spillover parking demand east along Washington Boulevard and east along National Boulevard into local neighborhoods and business areas. In this context, the aerial station may be considered environmentally superior to the ROW Option, unless measures would be implemented to eliminate spillover parking impacts in local neighborhoods and increase

the convenience of the north of Venice Boulevard surface parking through use of shuttles. The ROW Station Option is part of the Metro Staff recommendations in the Revised LPA.

Phased Implementation. The Phased Implementation alternatives would not be environmentally superior to original LPA with the exception that these shorter route options avoid alterations to the Ballona Creek Railroad Bridge (a cultural resource). The impacts of the Vermont, Crenshaw and La Cienega Segments would be essentially the same as the original LPA with traffic, parking and circulation impacts being redistributed to the new terminal station locations. The greatest station area impacts would result from the La Cienega Segment where the highest LRT ridership and parking demand would be achieved. The least station area traffic and circulation effects would occur at the shortest segment, the Vermont segment, where the LRT ridership would be the lowest. The other key distinction of these shorter segment options is that they reduce the beneficial effects from the full route original LPA particularly in the areas of air quality, energy resources, and access to community facilities and transit services. Therefore, only the full-length original LPA or Revised LPA would be environmentally superior.

Findings for Environmentally Superior Alternative/Revised LPA

As mentioned above, the Revised LPA is virtually the same as the Environmentally Superior Alternative. The only difference is that in the Revised LPA, the Jefferson Boulevard North Widening Option is recommended as opposed to the environmentally superior South Widening. However, the North Widening has been recommended for implementation because of its lower cost aerial guideway structure and because of the fact that this structure will be built on structurally engineered fill instead of columns. Considering this fact, the Metro Board finds that the Revised LPA (Environmentally Superior Alternative) is the optimal alternative to adopt and implement as the Mid-City/Exposition LRT Project.

8.1.4 Findings for Mitigation Measures

The Metro Board has considered all of the Mitigation Measures recommended in the Final EIS/EIR for the Revised LPA and Recommended Options. None of the recommended measures that are within the Metro Board's jurisdiction have been rejected by the Metro Board. To the extent that these Findings conclude that various proposed Mitigation Measures outlined in the Final EIS/EIR are feasible and have not been modified, superseded or withdrawn, the Metro Board 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 the Metro Board adopts a resolution approving the Revised LPA and Recommended Options. The Mitigation Measures are referenced in the Mitigation Monitoring & Reporting Plan adopted concurrently with these Findings and will be effectuated through the process of constructing and implementing the Revised LPA and Recommended Options.

9.0 STATEMENT OF OVERRIDING CONSIDERATIONS

CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a project against its unavoidable risks when determining whether to approve a project. If the specific economic, legal, social, technological or other benefits of the project outweigh the unavoidable adverse environmental effects, those effects may be considered acceptable (CEQA Guidelines Section 15093(a)). CEQA requires the agency to support, in writing, the specific reasons for considering a project acceptable when significant impacts are not avoided or substantially lessened. Those reasons must be based on substantial evidence in the Final EIR or elsewhere in the administrative records (CEQA Guidelines Section 15093(b)). In accordance with the requirements of CEQA and the CEQA Guidelines, the Metro Board finds that the Mitigation Measures identified in the Final EIS/EIR and the Mitigation Monitoring & Reporting Plan, when implemented, avoid or substantially lessen virtually all of the significant effects identified in the Final EIS/EIR. Nonetheless, certain significant impacts of the Project are unavoidable even after incorporation of all feasible Mitigation Measures. These significant unavoidable impacts are summarized below.

- Impacts related to Construction – Traffic would remain significant after implementation of Mitigation Measures described in Section 4.0 of these Findings. With commencement of the construction phase of the Revised LPA and Recommended Options, interferences in the normal flow of traffic on streets adjacent to the alignment may occur along with possible street/lane closures. Substantial re-routing of traffic may occur as a result of the construction of the USC/Exposition Park Undercrossing or Extended Undercrossing Option adjacent to USC and Exposition Park. Development and implementation of a Construction Traffic Management Plan will aid in minimizing adverse impacts to circulation and access in this area. Although this impact is adverse and significant, it is considered a temporary impact as it will only occur during the construction phase of the Revised LPA and Recommended Options.
- Impacts related to Construction – Air Quality would remain significant after implementation of Mitigation Measures described in Section 4.0 of these Findings. Implementation of mitigation measure 4.15-15 would reduce PM₁₀ emissions by approximately 69 percent during the site preparation/demolition phase, by approximately 55 percent during the grading phase, and by approximately 50 percent during the construction phase. However, PM₁₀ emissions would still exceed the SCAQMD threshold for PM₁₀. This impact, although, unavoidable and significant, is considered to be a temporary impact that will occur only during the pre-construction and construction phase activities.

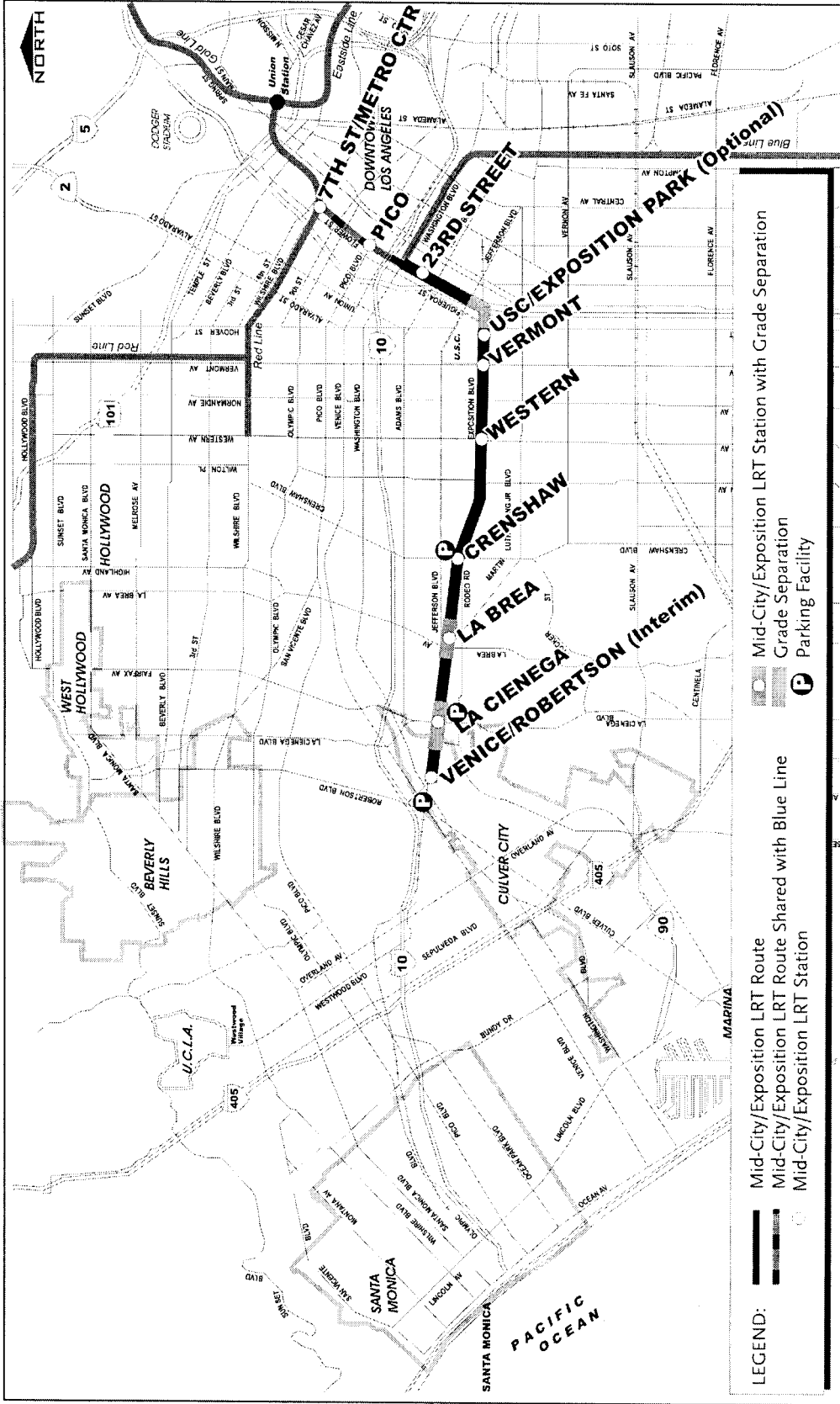
The Metro Board further specifically finds that notwithstanding the disclosure of these significant unavoidable impacts, there are specific overriding economic, legal, social, technological, and other reasons for approving this project. Those reasons are as follows:

- Balancing Transportation Expenditures. The Revised LPA would provide light rail transit service to the Los Angeles Mid-City/Westside Corridor communities. Implementing LRT service in the corridor would help restore the balance of regional capital transportation expenditures.
- Daily Transit Trips. The Revised LPA is expected to increase the number of daily transit trips by 22,000 compared with the current bus service offered by the No-Action Alternative and reduce travel times. Light rail service would also offer improved access for area residents to local destinations as well as to the regional rail and bus system and, therefore, to regional destinations. It would also serve many educational and community centers in the corridor,

enhancing mobility for young adults and school age children. These educational and community destinations include: USC, Los Angeles Trade Technical College, Paramount and Sony Studios, California African-American Museum, California Science Center, Los Angeles County Museum of Natural History, Los Angeles Memorial Coliseum and Sports Arena, Los Angeles Convention Center and Staples Center.

- **Exclusive Right-of-way.** The Revised LPA and Recommended Options would provide a convenient and reliable transportation mode to transit-dependent populations. The LRT will travel along an exclusive right-of-way which will not be affected by daily local traffic conditions.
- **Vehicle Miles Traveled.** The Revised LPA and Recommended Options is anticipated to decrease the study area Daily Auto Vehicle Miles Traveled (VMT) by 66,000 when compared to the No-Action Alternative. This would result in long-term beneficial effects on air quality.
- **Construction Employment.** The Revised LPA is anticipated to generate thousands of new construction jobs. In addition, Metro is formulating a local hiring policy for the construction and operational related job opportunities for the corridor. Such a program will include resources for job development and training. Metro currently offers a series of programs designed to encourage minority and women-owned businesses to participate in the construction and operation of new transportation projects.
- **Transit-Oriented Development Incentives.** The Revised LPA is likely to stimulate transit-oriented development (TOD) in or near LRT station areas, particularly where there are local land use incentives and favorable market conditions. Interest in the development of land adjacent to the proposed alignment has already become evident throughout the stretch of the corridor. In a corridor where growth is fueled by entertainment and media-related businesses, demand for production and “creative spaces” would encourage opportunities for mixed-use development that could provide needed housing and space for retail and social service uses. In addition, landscape treatments along the light rail line could enhance the urban design of the communities within the transit corridor, making opportunities for development more attractive.
- **Landscaping.** Landscaping and urban design components proposed as a part of the Revised LPA Exposition Transit Parkway will enhance each neighborhood or corridor that the alignment runs through from Downtown Los Angeles, the Mid-Corridor, and the West End (including Culver City).

On balance, the MTA Board finds that there are specific, economic, legal, social, technological, and other considerations associated with the Project that serve to override and outweigh the Project's significant unavoidable effects and, thus, the adverse effects are considered acceptable.



SOURCE: Terry A. Hayes Associates LLC, 2005



MID-CITY/EXPOSITION LRT PROJECT FINAL EIS/EIR

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

EXHIBIT A-1

LOS ANGELES MID-CITY/EXPOSITION TRANSIT CORRIDOR AND STAFF RECOMMENDED LOCALLY PREFERRED ALTERNATIVE

List of References Used in Mid-City/Expo Final EIS/EIR

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- Mid-City Alternative Gas Exploration Study March 1996
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LOS ANGELES MID-CITY/WESTSIDE TRANSIT CORRIDOR

- > Mid-City/Exposition Light Rail Transit Project
- > Final Environmental Impact Statement/
Environmental Impact Report
- > December 2005

MITIGATION MONITORING AND REPORTING PLAN

State Clearinghouse Number 2000051058



Metro

MITIGATION MONITORING AND REPORTING PLAN FOR THE
MID-CITY/WESTSIDE CORRIDOR MID-CITY EXPOSITION LIGHT RAIL TRANSIT PROJECT
FINAL ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

Section 21086.6 of the California Public Resources Code requires that public agencies approving a project with an Environmental Impact Report adopt a mitigation monitoring or reporting program for that project. The purpose of the mitigation monitoring effort is to ensure that the Mitigation Measures identified in the EIR to mitigate the potentially significant environmental effects of the project are, in fact, properly carried out. In its findings concerning the environmental effects of a project for which an EIR was prepared, a Lead Agency must also include a finding that a mitigation monitoring or reporting program has been prepared and provides a satisfactory program that will ensure avoidance or sufficient reduction of the significant effects of the project.

The following mitigation monitoring plan contains a brief statement of all Mitigation Measures; identifies the monitoring action; indicates the party responsible for implementing the mitigation; and identifies the enforcement agency, monitoring agency, and the monitoring phase or timing.

The Los Angeles County Metropolitan Transportation Authority (Metro) shall be responsible for assuring full compliance with the provisions of this program. The Chief Executive Officer (CEO) of Metro may delegate duties and responsibilities to Metro staff, applicants, and consultants as necessary. The CEO shall also ensure that monitoring reports are filed on a timely basis and, when identified, that plan violations are corrected.

Progress toward completion of the required mitigation plan, or violations thereof, shall be reported at prescribed intervals to the CEO. The reports shall be prepared using approved forms or an acceptable format. These reports will be available for public review at any time.

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT					
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	Enforcement Agency	Monitoring Agency
TRAFFIC	T2 I-10 Robertson Boulevard Ramps Metro will contribute \$100,000 toward the preparation of a study identifying possible improvements and reconfiguration of freeway ramps and connecting arterial streets. The study will include review and coordination by the City of Los Angeles, Culver City, and Caltrans.	Verify funding.	Metro	- Metro - Metro - Planning	- Enforcement Agency - Monitoring Agency - Monitoring Phase
	T8 Flower Street/Adams Boulevard a. Ensure that the southbound lane is configured to accommodate one shared through/right-turn lane, one through lane and one shared through/left-turn lane; and	Review and verify plans.	Design build contractor	-LADOT ¹ -EMLCA -Final Design & Construction	
	b. Ensure that signal timing and phasing is modified to accommodate the new additional LRT phase.	Review and verify plans.	LADOT	-LADOT -LADOT -Construction	
	T9 Flower Street/Jefferson Boulevard a. Ensure that the southbound lane is configured to accommodate one shared through/right-turn lane, one through lane and one shared through/left-turn lane; and	Review and verify plans.	Design build contractor	-LADOT -EMLCA -Final Design & Construction	
	b. Ensure that signal timing and phasing is modified to accommodate the new additional LRT phase.	Review and verify plans.	LADOT	-LADOT -LADOT -Construction	

¹KEY: LADOT (Los Angeles Department of Transportation), EMLCA (Exposition Metro Line Construction Authority)

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT					
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	Enforcement Agency - Monitoring Agency - Monitoring Phase	
	<p>T11 Vermont Avenue/Exposition Boulevard</p> <p>a. Ensure that the eastbound shared through/left-turn lane is converted to an exclusive left-turn lane;</p> <p>b. Ensure that the westbound shared through/left-turn lane is converted to an exclusive left-turn lane; and</p> <p>c. Ensure that signal timing and phasing is modified to accommodate protected left-turn phases for all the approaches.</p>	<p>Review and verify plans.</p> <p>Review and verify plans.</p> <p>Review and verify plans.</p>	<p>Design build contractor</p> <p>LADOT</p> <p>Design build contractor</p>	<p>- LADOT - EMLCA - Final Design & Construction</p> <p>-LADOT -LADOT -Construction</p> <p>- LADOT - EMLCA - Final Design & Construction</p>	
	<p>T12 Normandie Avenue/Exposition Boulevard</p> <p>a. Ensure that the westbound lane is configured to accommodate one exclusive left-turn lane, one through lane and one shared through/right-turn lane;</p> <p>b. Ensure that the southbound lane is configured to accommodate one exclusive left-turn lane, two through lanes and one exclusive right-turn lane; and</p> <p>c. Ensure that signal timing and phasing is modified to accommodate protected left-turn phases for all the approaches.</p>	<p>Review and verify plans.</p> <p>Review and verify plans.</p>	<p>LADOT</p> <p>Design build contractor</p>	<p>-LADOT -LADOT -Construction</p> <p>- LADOT - EMLCA - Final Design & Construction</p>	
	<p>T13 Western Avenue/Exposition Boulevard</p> <p>a. Ensure that an exclusive left-turn lane is added to both northbound and southbound to accommodate one exclusive left-turn lane, one through lane and one shared through/right-turn lane; and</p> <p>b. Ensure that signal timing and phasing is modified to accommodate protected left-turn phases for all the approaches.</p>	<p>Review and verify plans.</p> <p>Review and verify plans.</p>	<p>LADOT</p> <p>Design build contractor</p> <p>LADOT</p>	<p>-LADOT -LADOT -Construction</p> <p>- LADOT - EMLCA - Final Design & Construction</p>	

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	Enforcement Agency - Monitoring Agency - Monitoring Phase
	<p>T14 Arlington Avenue/Exposition Boulevard</p> <p>a. Ensure that the an exclusive left-turn lane is added to northbound to accommodate one left-turn lane, one through lane and one shared through/right-turn lane;</p> <p>b. Ensure that the both eastbound and westbound lanes are configured to accommodate one exclusive left-turn lane and one shared through/right-turn lane;</p> <p>c. Ensure that a southbound left-turn is prohibited; and</p>	Review and verify plans.	Design build contractor	<p>- LADOT - EMLCA - Final Design & Construction</p>
	<p>d. Ensure that signal timing and phasing is modified to accommodate protected left-turn phases for the northbound and eastbound approaches.</p>	Review and verify plans.	LADOT	<p>-LADOT -LADOT -Construction</p>
	<p>T15 Crenshaw Boulevard/Exposition Boulevard</p> <p>a. Ensure that both eastbound and westbound lanes are configured to accommodate one exclusive left-turn lane and one shared through/right-turn lane;</p>	Review and verify plans.	Design build contractor	<p>- LADOT - EMLCA - Final Design & Construction</p>
	<p>b. Ensure that signal timing and phasing to accommodate protected left-turn phases for the eastbound and westbound approaches; and</p>	Review and verify plans.	LADOT	<p>-LADOT -LADOT -Construction</p>
	<p>c. Ensure that a new traffic signal is installed at the intersection of Crenshaw Boulevard and 36th St.</p>	Review and verify plans.	Design build contractor	<p>- LADOT - EMLCA - Final Design & Construction</p>
	<p>T16 La Cienega Boulevard/Jefferson Boulevard</p> <p>a. Modify signal phasing to "permissive" for the eastbound and westbound approaches on Jefferson Boulevard.</p>	Review and verify plans..	LADOT	<p>-LADOT -LADOT -Construction</p>

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT					
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	Enforcement Agency - Monitoring Agency - Monitoring Phase	
	<p>b. Ensure that the eastbound approach and departures are converted to accommodate a left-turn lane, two through lanes and a through/right-turn lane. The eastbound departure would require the removal of parking to accommodate the approach reconfiguration.</p> <p>c. Ensure that the southbound approach and departures are converted to accommodate two left-turn lanes, three through lanes and a right-turn lane. Additional right of way would be required to accommodate the southbound right turn lane between Venice Boulevard and Washington Boulevard. The southbound departure on National Boulevard would also require additional right of way (on the southeast corner of Washington & National) to accommodate realignment and three departure lanes.</p>	Review and verify plans.	Design build contractor	<ul style="list-style-type: none"> - LADOT - EMLCA - Final Design & Construction 	
	<p>T17 La Cienega Boulevard/Rodeo Road</p> <p>Ensure that the westbound approach configuration on Rodeo Road are converted to accommodate two left-turn lanes, two through lanes and a right-turn lane.</p>	Review and verify plans.	Design build contractor	<ul style="list-style-type: none"> - LADOT - EMLCA - Final Design & Construction 	
	<p>T18 Jefferson Boulevard/National Boulevard</p> <p>Ensure that the southbound approach configuration on Jefferson Boulevard are converted to accommodate a right-turn lane, a through/right-turn lane and one through lane.</p>	Review and verify plans.	Design build contractor	<ul style="list-style-type: none"> -Culver City Public Works/LADOT -EMLCA -Final Design & Construction 	
	<p>T19 Washington Boulevard/National Boulevard</p> <p>Ensure that the westbound approach and departures are converted to accommodate a left-turn lane, two through lanes and a through/right-turn lane. The westbound departure would require additional Metro right of way and the removal of parking to accommodate the new approach configuration.</p>	Review and verify plans.	Design build contractor	<ul style="list-style-type: none"> -Culver City Public Works -EMLCA -Final Design & Construction 	

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	Enforcement Agency - Monitoring Agency - Monitoring Phase
	<p>T20 Washington Boulevard/National Boulevard</p> <p>Ensure that the westbound approach and departures are converted to accommodate a left-turn lane, two through lanes and a through/right-turn lane. The westbound departure would require additional Metro right-of-way and the removal of parking to accommodate the new approach configuration.</p>	Review and verify plans.	Design build contractor	<p>-Culver City Public Works</p> <p>-EMLCA</p> <p>-Final Design & Construction</p>
	<p>T21 Venice Boulevard/National Boulevard</p> <p>Ensure that the eastbound and westbound approaches on Venice Boulevard are converted to accommodate two left-turn lanes, three through lanes and a right-turn lane. This could be achieved through a widening of the existing pavement utilizing some of the central median and sidewalks on Venice Boulevard.</p>	Review and verify plans.	Design build contractor	<p>-LADOT</p> <p>-EMLCA</p> <p>-Final Design & Construction</p>
	<p>T22 Neighborhood Traffic Control</p> <p>Monitor traffic conditions on residential streets adjacent to the Exposition Corridor to determine the need for traffic calming measures on residential streets. Prepare traffic calming and neighborhood traffic control programs for each identified neighborhood location in coordination with the affected residents.</p>	Report conditions.	EMLCA	<p>-EMLCA</p> <p>-LADOT, Culver City Public Works</p> <p>-Final Design & Construction</p>
	<p>T23 Special Event Strategies</p> <p>a. Develop "Bus Bridge" plan (with non-continuous LRT operations).</p> <p>b. Develop "Traffic Control" plan (with LRT operation) with the City of Los Angeles.</p>	Review and verify plans.	Metro	<p>-Metro</p> <p>-Metro/LADOT</p> <p>-Operations</p>

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	Enforcement Agency - Monitoring Agency - Monitoring Phase
PARKING	<p>P1 The following mitigation measures will be implemented in the areas adjacent to the LRT station where no station parking facility is provided, and local jurisdictions determine that spillover parking is causing a significant impact. A combination of the following four basic control approaches will be implemented to reduce impacts of Metro patron parking in neighborhoods:</p> <ul style="list-style-type: none"> a. Prohibit on-street parking b. Time-limited parking c. Resident permit parking d. Non-resident permits for registered car-poolers who work in the zone 	Verify local adoption.	LADOT/Culver City Public Works	-LADOT/Culver City Public Works -EMLCA -Operations
	<p>P2 Parking restrictions will be implemented on the west side of Flower Street between 17th Street and Exposition Boulevard. The restrictions will prohibit parking during PM peak traffic hours.</p>	Verify City of Los Angeles adoption.	LADOT	-LADOT -EMLCA -Construction
	<p>P3 To absorb the parking loss associated with the removal of on-street parking along north side of Jefferson Boulevard between Carmona Avenue and La Cienega Boulevard, approximately 75 spaces in the proposed La Cienega Station parking facility will be dedicated to local residents' use.</p>	Designate dedicated spaces in final design plans.	Metro	-Metro -Metro -Final Design & Construction/ Operations
	<p>P4 The street configuration on Jefferson Blvd between Carmona Avenue and La Brea Avenue will be redesigned to accommodate an additional 50 on-street parking spaces.</p>	Review and verify plans.	Design build contractor	-EMLCA -EMLCA -Final Design & Construction
	<p>P5 Year 2020 parking demand at the Venice/Robertson Station, La Cienega Station, and Crenshaw Station parking facilities will be reevaluated after opening day of the Project based on the status and operation characteristics of the Mid-City/Exposition LRT taking into account bus feeder service and the potential extension of the line to Santa Monica.</p>	Verify completion of evaluation.	Metro	-Metro -EMLCA -Operations

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT					
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	Enforcement Agency - Monitoring Agency - Monitoring Phase	
LAND USE/ NEIGHBORHOOD	<p>LU1 Station area design guidelines will be prepared to accommodate the air treatment facility within or adjacent to the La Cienega Station parking facility and transit center.</p>	Verify completion of guidelines.	Metro/EMLCA	-Metro -Metro -Before Final Design	
	<p>LU2 Architectural feasibility studies and programming will be conducted prior to construction phase of the Project to accommodate the parking facility, transit center and other transit oriented uses with existing plans for the air treatment facility at the same site location. Architectural programming and feasibility studies should provide screening and/or use separation between the air treatment facility and transit oriented uses, so that these measures are implemented during Final Design. The study must demonstrate that the Parking Facility would be oriented to clarify possible way in which the adjacent Air Treatment Facility, Parking Facility, transit center and other transit-oriented uses can coexist and be compatible with the surrounding neighborhood.</p>	Verify preparation of studies.	Design build contractor/ Metro/EMLCA	-Metro -Metro/EMLCA -Before Construction at this area	
	<p>LU4 If the ROW Station option is selected for the interim western terminus, station area design guidelines will be prepared prior to construction phase of the project. Metro and Culver City will coordinate guidelines to integrate the station as an interim station within Culver City's transit oriented development process. These guidelines would be compatible to city land use plans.</p>	Verify completion of guidelines.	Metro/EMLCA	-EMLCA/Metro/Culver City Planning Dept. -EMLCA/Metro -Before Construction at this area	
	<p>LU5 If the Aerial Station Option is selected for the interim western terminus, Metro will coordinate with Culver City regarding station area planning to ensure land use compatibility prior to construction of the Project.</p>	Verify coordination with Culver City.	Metro/EMLCA	-EMLCA/Metro/Culver City Planning Dept. -EMLCA/Metro -Before Construction at this area	

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT					
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	Enforcement Agency	Monitoring Phase
LAND ACQUISITION, DISPLACEMENT & RELOCATION	LADR1 Compliance with applicable federal and state laws governing relocation assistance and property acquisition procedures.	Verify compliance.	EMLCA/Metro	-EMLCA/Metro -EMLCA -Before Final Design	- Monitoring Agency - Monitoring Phase
	LADR2 Coordinate with the City of Los Angeles during final design of the Mid-City/Exposition LRT Project to assess the feasibility of closing 3 rd Avenue without creating a cul-de-sac, thereby eliminating the need to acquire portions of private property.	Verify coordination with City of LA completed	EMLCA/Design build contractor	-LADOT -EMLCA -Final Design & Construction	
	LADR3 Coordinate with the City of Culver City during Final Design to establish the easement dedication and sidewalk construction process.	Verify coordination with Culver City.	EMLCA/Design build contractor	-Culver City Public Works -EMLCA -Final Design & Construction	
VISUAL QUALITY	V1 Wherever feasible (as determined by a qualified arborist), specimen trees within the existing median will be relocated to be incorporated into the landscape plan or along adjacent sidewalks where space permits as part of the implementation of guidelines for the Landscape Element of the Exposition Transit Parkway. Landscape guidelines will be prepared before the construction phase of the Project.	Verify study completed.	Design build contractor//EMLCA	-EMLCA -EMLCA -Final Design & Construction	
	V2 An embedded trackway enhanced with decorative surfaces will be included as part of the ROW landscaping of the LRT alignment adjacent to Exposition Park.	Review and verify Final design plans.	Design build contractor	-EMLCA -EMLCA/Metro -Final Design & Construction	
	V3 All lighting at the park-and-ride lots and station locations will utilize Best Available Technology to reduce spillover to adjacent land uses. All lighting at park-and-ride lots and station locations will be directed away from adjacent residences and landscaping, fences, or other measures to shield adjacent residences from light and glare produced by light standards and vehicle headlights as part of the design development and implementation of the integrated corridor feature sub-element.	Review and verify Final design plans.	Design build contractor	-EMLCA -EMLCA/Metro -Final Design & Construction	

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	Enforcement Agency - Monitoring Agency - Monitoring Phase
	<p>V4 All walls, structures and fences will be properly screened or incorporate design features to improve appearance and reduce visual intrusion. Feature improvements, at minimum, would include choice of materials, Lead Artist design input and placement as part of the implementation of all sub-elements of landscaping, art, and other Transit Parkway improvements.</p> <p>V5 Per Metro Art policy and in accordance with FTA Circular 9400.1A, a public art budget will be established for the incorporation of public art within the Project. The budget will include design, fabrication and installation of Station Artist elements and Lead Artist design fees. Implementation of the Lead Artists designs will be included in the Project's construction's base budget.</p> <p>V6 To reduce visual impacts in the segment between Figueroa Avenue and Vermont Avenue, median landscaping will be replaced and LRT Project elements will be designed as part of the Exposition Transit Parkway with Lead Artist and Design/Builder. Project elements will be defined to include lighting, public art, pedestrian access, etc.. Visual barriers in this segment such as fencing and walkways will be discouraged.</p> <p>V7 To reduce impact in the Mid-Corridor segment, landscaping, trees and public art and other elements of the Exposition Transit Parkway included in the median ROW will be designed with Lead Artist and Design/Builder. Landscaping would be provided where feasible, to shield the LRT alignment against privacy impacts in residential areas.</p> <p>V8 Noise walls and landscape screening will be designed with Design/Builder and Lead Artist input. Landscaping, where feasible, will shield the LRT alignment against privacy impacts in residential areas.</p> <p>V9 Crenshaw station area design guidelines will be prepared before the construction phase of the Project to maintain views and the visual importance of the West Angeles Cathedral.</p>	<p>Review and verify Final design plans.</p> <p>Verify budget established.</p> <p>Review and verify inclusion into final design landscape plan.</p> <p>Review and verify inclusion into final design landscape plan.</p> <p>Verify coordination between Design Builder and Lead Artist.</p> <p>Verify completion of guidelines.</p>	<p>Design build contractor</p> <p>EMLCA/Metro</p> <p>Design build contractor/EMLCA</p> <p>Design build contractor/EMLCA</p> <p>Design build contractor/EMLCA</p> <p>Metro/EMLCA</p>	<p>-EMLCA -EMLCA/Metro -Final Design & Construction</p> <p>-Metro -Metro -Final Design & Construction</p> <p>-EMLCA -EMLCA -Final Design & Construction</p> <p>-EMLCA -EMLCA -Final Design & Construction</p> <p>-EMLCA -EMLCA -Final Design & Construction</p> <p>-Metro/EMLCA -Metro -Before Construction</p>

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT					
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	Enforcement Agency Monitoring Agency Monitoring Phase	
	<p>V10 La Brea station area design guidelines will be prepared to minimize the massing and profile of the elevated structure, and to maintain existing views, where possible, to Baldwin Hills.</p> <p>V11 La Cienega station area and parking structure design guidelines will be prepared with community input. These guidelines will include consideration of north-south vistas to Baldwin Hills as part of the station and parking structure design. Massing studies along with sun and shadow studies of the building envelope of the parking structure shall be prepared. These studies should inform design guidelines to reduce shadow and privacy impacts.</p> <p>V12 Design guidelines for the Jefferson Boulevard Bridge will be prepared with community input. These guidelines will include consideration of north-south vistas to Baldwin Hills as part of the bridge design.</p> <p>V13 Bridge design at the Jefferson Boulevard Bridge will be integrated into the Exposition Transit Parkway concept to maintain views, where possible to Syd Kronenthal Park.</p> <p>V14 An opaque wall will be provided in back of the landscaping facing the Baldwin Vista Neighborhood and south of the alignment.</p> <p>V15 The LRT alignment, bike path and landscaping will be designed as an integral part of the Exposition Transit Parkway. Landscape features and the grading of the existing ROW will provide screening of the LRT alignment from residential areas. A double row of trees will be placed along the bike path in Culver City between Ballona Creek and National Boulevard to provide an additional buffer between the LRT alignment on the ROW and residential areas. A landscape plan, lighting plan and the design of screening features will be coordinated with the community and Lead Artist input during Final Design.</p>	<p>Verify completion of guidelines.</p> <p>Verify completion of guidelines.</p> <p>Verify completion of guidelines and incorporation of community input.</p> <p>Verify final design achieves objective.</p> <p>Verify inclusion in Final Design Plans.</p> <p>Verify inclusion in Final Design landscape and lighting plans.</p>	<p>Metro/EMLCA</p> <p>Metro/EMLCA</p> <p>Metro/EMLCA</p> <p>Design build contractor/EMLCA</p> <p>Design build contractor/EMLCA</p> <p>Design build contractor/EMLCA</p>	<p>-Metro/EMLCA -Metro -Before Construction</p> <p>-Metro/EMLCA -Metro -Before Construction</p> <p>-Metro/EMLCA -Metro -Before Final Design</p> <p>-EMLCA -Metro -Final Design & Construction</p> <p>-EMLCA -Metro/EMLCA -Final Design & Construction</p> <p>-EMLCA -Metro -Final Design & Construction</p>	

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT					
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	Enforcement Agency - Monitoring Agency - Monitoring Phase	
	V16 A graded parkway will be constructed between Faye Avenue and Wesley Street.	Verify inclusion in Final Design landscape plan.	Design build contractor	-EMLCA/Metro -Metro/Culver City -Public Works -Final Design & Construction	
	V17 To reduce impact from reflected glare from embedded track surfaces, landscaping will be provided, where feasible, along the sides of the ROW median, outside of the LRT dynamic envelope.	Verify inclusion in Final Design landscape plan.	Design build contractor/EMLCA	-EMLCA/Metro -Metro -Final Design & Construction	
	V18 Jefferson Boulevard widening to the north at the La Cienega grade separation. Landscape any portion of the land acquired to accommodate the grade separation, necessary street widening and parking that would be left vacant.	Verify inclusion in Final Design landscape plan.	Design build contractor	-EMLCA/Metro -Metro -Final Design & Construction	
	V19 Develop design guidelines in coordination with Culver City's station area planning process to ensure that visual impacts due to location of the ROW and Aerial stations are minimized.	Verify completion of guidelines.	Metro/EMLCA	-EMLCA/Culver City -Public Works -Metro/Culver City -Public Works -Before Construction	
	V20 If the Aerial Station option is selected for the interim western terminus station, Metro shall develop design guidelines in coordination with Culver City's station area planning process before Final Design to ensure that visual impacts are minimized. These guidelines shall also consider the incorporation of vistas or view corridors for the station to Downtown Culver City.	Verify completion of guidelines.	Metro/EMLCA	-EMLCA/Culver City -Public Works -Metro/Culver City -Public Works -Before Construction at this area only	

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Agency - Monitoring Phase
	<p>V21 A Mid-City/Exposition LRT Customer Environment and Design Committee will be established by Metro and will contain representatives from the following Metro departments:</p> <ul style="list-style-type: none"> a. Construction b. Operations c. Planning d. Communications <p>The Committee will serve as a review board to ensure that the final designs adhere to the Metro Design Criteria and are consistent with overall agency goals and the guiding criteria for the Exposition LRT Gateway and Neighborhood Station design.</p>	Verify establishment of committee with proscribed mission.	Metro/EMLCA	-Metro/EMLCA -Metro -Before Final Design/Final Design & Construction
	<p>V22 Where feasible, openings will be provided along the safety wall of the USC/Exposition Park Station's platforms to allow for views through the station.</p>	Verify inclusion in Final Design station plan.	Design build contractor/EMLCA	-EMLCA -Metro -Final Design & Construction

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	Enforcement Agency - Monitoring Agency - Monitoring Phase
	V23 TPSS sites will be screened with landscaping (to cover necessary fencing) in retail and residential areas.	Verify inclusion in Final Design landscape plan for TPSS sites.	Design build contractor	-EMLCA -Metro -Final Design & Construction
	V24 Conduct an urban design study with the City of Los Angeles before Final Design to develop design guidelines for tree location and replacement. Community input will be included as part of the study. Guidelines for tree replacement consistent with City requirements will be established.	Verify completion of study and preparation of design guidelines with community input.	Metro/City of Los Angeles	-Metro/EMLCA -Metro -Before Final Design
	V25 The sound barrier should be located adjacent to the LRT guideway and south of the Class I bike path along the at-grade segment from Fay Avenue to Wesley Street. Landscape screening will be provided where feasible, between the bike path and the sound barrier to provide visual screening to residential areas north of the Exposition right of way in this segment.	Verify inclusion in Final Design landscape plan and station plan for Venice Robertson Station.	Design build contractor/EMLCA	-EMLCA -Metro -Final Design & Construction

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	Enforcement Agency Monitoring Agency Monitoring Phase
NOISE AND VIBRATION	<p>NV1 Sound walls will be constructed approximately eight feet from the near track centerline. They will be constructed at the following locations and according to the specified height:</p> <ul style="list-style-type: none"> a. Between Van Ness Avenue to Arlington Avenue, on the south side of the ROW, at a height of eight feet; b. Between 2nd Avenue and 7th Avenue, on the south side of the ROW, at a height of eight feet; c. Between 7th Avenue and 9th Avenue, on the south side of the ROW, at a height of eight feet; d. Between Somerset Drive to Buckingham Road, on the south side of the ROW, at a height of six feet; e. Between Buckingham Road and Farmdale Avenue, on the south side of the ROW, at a height of six feet; f. Between La Brea Avenue to 600 feet east of Hauser Boulevard, on the south side of the ROW, at a height of six feet for at-grade sound wall and four feet for the wall along the elevated structure; and g. Between Fay Avenue to Wesley Street, on the north side of the ROW, at a height of six feet. <p>All of the sound walls will incorporate landscape screening or public art features as feasible. Specific heights and lengths may be modified slightly as the design process progresses, but will comply with all federal and state noise regulations.</p>	Verify sound wall construction and incorporation of landscaping requirements.	Design build contractor	<ul style="list-style-type: none"> - Enforcement Agency - Monitoring Agency - Monitoring Phase <ul style="list-style-type: none"> -EMLCA -Metro -Final Design & Construction

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	Enforcement Agency Monitoring Agency Monitoring Phase
	<p>NV2 A combination of the following source, path and receiver options will be employed to augment reduction of noise from Mid-City/Exposition LRT operations where necessary to comply with federal and state noise regulations. These methods will be employed where sound walls alone would not fully attenuate LRT noise levels to federal and state noise regulations. The following methods will be employed:</p> <ul style="list-style-type: none"> a. Sound Absorption Treatment; b. Sound Insulation; c. Relocation of turnouts (switches) to minimize proximity to residence or other sensitive receptors; d. Spring-Rail Frogs will be used where turnouts cannot be relocated to avoid residences or sensitive receptors; and e. Increased wheel and rail maintenance only when all other methods all fail as it is a reoccurring operational expense. 	<p>Verify compliance with federal and state noise regulations.</p>	<p>Design build contractor</p>	<p>-EMLCA -Metro -Final Design & Construction</p>
	<p>NV3 The following options to control noise from audible warnings at grade crossings will be employed at the following locations along the ROW:</p> <ul style="list-style-type: none"> a. Arlington Avenue: Crossing bell noise will be reduced to 64 dBA at 50 feet and the same sound barrier prescribed in NV1 will be constructed; b. 7th Avenue: Crossing bell noise will be reduced to 64 dBA at 50 feet, the sound barrier prescribed in NV1 will be constructed, the noise walls will extend south for approximately 50 to 100 feet on both the east and the west side of 7th Avenue at a height of eight feet; or if extending the noise wall is infeasible, then sound insulation at affected residences will be put in place; c. 9th Avenue: Crossing bell noise will be reduced to 64 dBA at 50 feet and the same sound barrier prescribed in NV1 will be constructed; d. Buckingham Road: Crossing bell noise will be reduced to 64 dBA at 50 feet and the sound barrier prescribed in NV1 will be constructed, and sound insulation at affected residences near Buckingham Road will be put 	<p>Verify installation of sound insulation as proscribed.</p>	<p>Design build contractor</p>	<p>-EMLCA -Metro -Final Design & Construction</p>

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT					
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	Enforcement Agency - Monitoring Agency - Monitoring Phase	
	<p>e. in place. Farmdale Avenue: Crossing bell noise will be reduced to 64 dBA at 50 feet, the sound barrier prescribed in NV1 will be constructed, and sound insulation at affected residences near Farmdale Avenue will be put in place.</p>				
	<p>NV4 The crossover at Station 311 will be relocated to a location between Stations 319 and 337. The crossover at Station 413 will be relocated to a location between Stations 425 and 450 or between Stations 383 and 385.</p>	<p>Verify relocation of crossover is shown in Final Design plans.</p>	<p>Design build contractor</p>	<p>-EMLCA -Metro -Final Design & Construction</p>	
	<p>NV5 A spring-rail or moveable frog will be used at the Station 213 crossover.</p>	<p>Verify installation of proscribed devices.</p>	<p>Design build contractor</p>	<p>-EMLCA -Metro -Final Design & Construction</p>	
	<p>NV6 A spring rail frog will be used at one of the following locations depending on the Venice/Robertson Design Option selected:</p> <ul style="list-style-type: none"> a. Station 489 for the LPA or the Aerial Station Option; b. Station 486 for the ROW Option or the North of ROW Option A; c. Station 482 for North of ROW Option B; and d. Station 484 for North of ROW Option C. 	<p>Verify installation</p>	<p>Design build contractor</p>	<p>-EMLCA -Metro -Final Design & Construction</p>	

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	Enforcement Agency Monitoring Agency Monitoring Phase
	<p>NV7 All vibration mitigation will be designed to a performance specification that will reduce vibration levels at all impacted residential locations to below the FTA vibration criterion. The types of mitigation measures listed above provide examples of potential mitigation measures that might be used to meet the performance specification. As shown in Final EIS/EIR Table 4.6-14, vibration mitigation will be recommended at vibration-sensitive receptors along 7,300 feet of the corridor.</p> <p>Methods to mitigate vibration impacts may include the following:</p> <ol style="list-style-type: none"> Ballast Mats Resilient Fasteners Resiliently Supported Ties Tire Shred or Recycled Rubber Chip Underlay Floating Slabs Relocation of Crossovers or Special Trackwork 	<p>Verify compliance with FTA vibration criteria.</p>	<p>Design build contractor</p>	<p>-EMLCA -Metro -Final Design & Construction</p>
	<p>NV8 A detailed, site-specific noise impact assessment for the sound studio at 3431 Wesley Street will be performed. The assessment will be performed in accordance with FTA ground-borne noise and vibration impact criteria to measure site-specific impacts from LRT vehicles. Any necessary actions recommended by the assessment to attenuate vibration impacts to the studio will be undertaken by Metro.</p>	<p>Verify completion of study and incorporation of findings into Final Design.</p>	<p>Design build contractor/EMLCA</p>	<p>-EMLCA -Metro/Culver City Public Works -Before Construction</p>
GEOLOGY, SOILS, AND SEISMICITY	<p>GS1 A geotechnical study for each affected transit structure proposed at La Brea Avenue and La Cienega Boulevard will be required. This technical study will identify design requirements for structures and foundations, which will maintain structural integrity under design earthquake conditions.</p>	<p>Verify completion of study and incorporation of findings into Final Design.</p>	<p>Metro</p>	<p>-EMLCA -EMLCA -Final Design</p>
	<p>GS2 A geotechnical study for each affected transit structure along the proposed Flower Street Eastside design option will be required. This technical study will identify design requirements for structures and foundations which will maintain structural integrity of the undercrossing's design in earthquake conditions.</p>	<p>Verify completion of study and incorporation of findings into Final Design.</p>	<p>Metro</p>	<p>-EMLCA -EMLCA -Final Design</p>

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT					
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	Enforcement Agency	Monitoring Phase
EXPOSURE TO HAZARDOUS SUBSTANCES	<p>H1 Government agency records for database sites, such as adjacent leaking USTs that appear to have the potential to impact the project will be reviewed for site-specific information. Within areas experiencing ground disturbances during construction, any site containing contaminated soil from a previously or currently leaking UST that could affect or be effected by the proposed project will be remediated according to State law. Contaminated soil will be transported to an approved disposal site.</p> <p>H2 The future geotechnical investigation scope of work will be expanded to include walking observation of the surface soil within areas of the project ROW where there is the appearance of illegal dumping. Borings will be taken at locations that are determined by close-up observations or as a result of the database search to be of environmental concern. Geotechnical soil sampling should include environmental screening for contamination by visual observations and field screening for volatile organic compounds with a photo ionization detector (PID).</p> <p>Soil samples that are suspected of contamination based on field observations and PID readings will be analyzed for suspected chemicals by a certified laboratory. If a site is found to contain contaminated soil it will be removed, transported to an approved disposal location, and remediated according to State law.</p> <p>H3 The patch of oil-stained soil with chemical odor observed on the southwest corner of the intersection of Exposition Boulevard and 11th Avenue will be sampled and analyzed for petroleum hydrocarbons with carbon chain definition, PCBs, metals, and volatile organic compounds. If contaminated soil is found, the soil will be removed, transported to an approved disposal location, and the site remediated according to State law.</p> <p>H4 The appropriate jurisdictional agency will be notified of soil stockpiles observed adjacent to the ROW in the vicinity of 9th Avenue to 11th Avenue intersections. The owner of this property will be notified to remove this material to an approved disposal location.</p>	<p>Verify completion of investigation and compliance with required remediation.</p> <p>Verify completion of investigation and compliance with required remediation.</p> <p>Verify completion of investigation and compliance with required remediation.</p> <p>Verify issuance of notification and removal of material.</p>	<p>Design build contractor/Metro/EMLCA</p> <p>Metro/Design build contractor/EMLCA</p> <p>Metro/Design build contractor</p> <p>EMLCA</p>	<p>-Enforcement Agency - Monitoring Agency - Monitoring Phase</p> <p>-EMLCA/Cal. Dept. of Toxic Substances -EMLCA -Construction</p> <p>-EMLCA -EMLCA -Before Final Design</p> <p>-EMLCA -EMLCA -Before Final Design</p> <p>-EMLCA -Metro -Before Construction</p>	

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT					
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	Enforcement Agency - Monitoring Agency - Monitoring Phase	
	<p>H5 Additional soil sampling and testing will be conducted in the area of the La Cienega and La Brea Boulevards grade separations to confirm the lack of contaminated materials. In the event that the Eastside Flower Street Design Option is adopted, soil sampling and testing will be conducted in the area of the proposed undercrossing to confirm the lack of contaminated materials. If contaminated soil is discovered, it will be removed, transported to an approved disposal location, and remediated according to State law.</p> <p>H7 A Phase II assessment will be conducted for the Exposition ROW and surface/structured parking facility locations to determine the extent, if any, of soil contamination by lead arsenate (which commonly exists near old railroad tracks). Implement recommendations of the Phase II based on the study's results and remove contaminated soil where ever necessary. This testing will include the site selected for the Venice/Robertson Station.</p>	<p>Verify completion of investigation and compliance with required remediation.</p> <p>Verify completion of investigation and compliance with required remediation.</p>	<p>Metro</p> <p>Metro</p>	<p>-EMLCA -EMLCA -Before Construction</p> <p>-EMLCA -EMLCA -Before Construction</p>	
WATER RESOURCES	<p>WR1 A drainage plan will be developed and implemented to ensure that the Mid-City/Exposition LRT is engineered so that no new source of direct water resulting from flooding is created that would affect nearby properties. Secure all necessary Federal and local permits prior to bridge construction over Ballona Creek.</p> <p>WR2 To reduce surface runoff, all new surface parking facilities within the Exposition ROW will include permeable surfaces.</p>	<p>Verify completion of drainage plan.</p> <p>Verify inclusion of materials in Final Design specifications.</p>	<p>Design build contractor/EMLCA</p> <p>Design build contractor</p>	<p>-EMLCA/LA Dept. of Public Works -EMLCA -Before Construction</p> <p>-EMLCA -Metro -Before Final Design</p>	

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT					
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	Enforcement Agency Monitoring Agency Monitoring Phase	
BIOLOGICAL RESOURCES	BR1 A biological survey will be conducted to look for raptor species. If raptor species are found on Metro property, the construction schedule will be modified so as not to disturb birds during breeding season.	Verify completion of survey and implementation of required measures to avoid nest disturbance.	Design build contractor/EMLCA	-EMLCA -EMLCA/Cal. Dept. of Fish & Game -Before Construction	
	BR2 Metro must give official notification of the project to the California Department of Fish and Game so that they may determine whether the portion of the LRT crossing Ballona Creek requires further mitigation.	Verify notification and inclusion of DFG requirements into Final Design or other construction specifications.	EMLCA/Metro	-Cal. Dept. of Fish & Game -Metro -Final Design & Construction	
SAFETY AND SECURITY	SS1 An at-grade pedestrian and vehicular crossing at Denker Avenue will be provided to allow pedestrians to cross Exposition Boulevard.	Verify inclusion of crossing in Final Design.	Design build contractor	-EMLCA -Metro -Final Design & Construction	
	SS2 All stations and parking facilities will be equipped with monitoring equipment and/or be monitored by Metro security personnel on a regular basis.	Verify installation of proscribed equipment and establishment of monitoring procedures.	Design build contractor/Metro	-EMLCA -EMLCA -Final Design & Construction/ Operations	
	SS3 A security plan for LRT operations will be implemented. The plan will include both in-car and station surveillance by Metro security or other local jurisdiction security personnel.	Verify completion of security plan.	Metro	-Metro -Metro -Operations	
	SS4 All stations will be lit to standards that avoid shadows and all pedestrian pathways leading to/from sidewalks and parking areas will be well illuminated.	Verify compliance with appropriate illumination standards.	Design build contractor	-EMLCA -Metro -Final Design & Construction	

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT					
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	Enforcement Agency - Monitoring Agency - Monitoring Phase	
	SS5 Coordinate and consult with the LAPD, the LA County Sheriff Department, and the Culver City Police Department to develop safety and security plans for the alignment and station areas.	Verify completion of coordination and inclusion of local requirements into Final Design security plan.	Metro	-Metro -Metro -Operations	
	SS6 The station design will not include design elements that obstruct visibility or observation nor provide discrete locations favorable to crime; pedestrian access at stations will be ground-level with clear sight lines.	Verify Final Design plans do not create visual obstructions.	Design build contractor/ Metro/ EMLCA	-EMLCA -Metro -Final Design & Construction	
	SS7 Monitor pedestrian crossing activity at all locations with adjacent schools and implement appropriate measures to ensure pedestrian crossing safety.	Verify periodic completion of monitoring and inclusion of findings into safety operation procedures.	Metro	-Metro/LADOT/Culver City Public Works -Metro -Operations	
	SS8 Conduct a Hazard Analysis before the start of Final Design, using current safety analysis as a reference. The Hazard Analysis will determine a design basis for warning devices as required by the California Public Utilities Commission.	Verify completion of Hazard Analysis. Verify inclusion of recommendation into Final Design.	Metro	-EMLCA/Metro -Metro -Before Construction	
	SS9 Pavement markings will be provided on Exposition Boulevard along the length of the platforms of the USC/Exposition Park Station. These markings will be provided for motorist safety.	Verify inclusion of required markings into Final Design Plans for USC/Exposition Park Station.	Design build contractor	-EMLCA/LADOT -Metro -Final Design & Construction	

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	Enforcement Agency Monitoring Agency Monitoring Phase
HISTORIC, ARCHAEOLOGICAL, AND PALEONTOLOGICAL RESOURCES	<p>Mitigation Measures</p> <p>HAP1 Monitoring of Paleontological Resources.</p> <p>a. Prior to any earth moving at the Project site, a qualified vertebrate paleontologist approved by the Los Angeles County Museum of Natural History – Vertebrate Paleontology Section (LACMVP) will be retained by Metro or its designated contractor to advise the MTA about mitigation alternatives and planning.</p> <p>b. The paleontologist will assist Metro to develop a Cultural Resource Monitoring and Mitigation Plan (CRMMP) and a discovery clause/treatment plan to be implemented during earth-moving activities along the corridor. The clause/plan will allow for the management, monitoring, recovery and subsequent treatment of any fossil remains uncovered by these activities, and for the archiving and documentation of associated specimen and site data. The mitigation plan will include procedures and lines of communication to be implemented if fossil remains are uncovered by earth-moving activities.</p>	<p>Verify retention of qualified vertebrate paleontologist. Verify completion of CRMMP.</p>	<p>Design build contractor/EMLCA</p>	<p>- EMLCA - Metro - Construction</p>
	<p>HAP2 Scientific Recovery of Paleontological Resources. If fossil remains are found, any earth-moving activity will be diverted temporarily around the fossil site until the remains have been investigated and/or recovered. The mitigation plan will address the treatment of recovered fossil remains including identifying, curating, and catalogued, and reporting of specimens.</p>	<p>Verify completion of mitigation plan and incorporation of findings into construction specifications.</p>	<p>Design build contractor/EMLCA</p>	<p>- EMLCA - Metro - Construction</p>

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT					
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	Enforcement Agency Monitoring Agency Monitoring Phase	
	<p>HAP3 Jefferson Boulevard Design Option. Prior to the start of the Project earth disturbing activities, Metro will prepare a Memorandum of Agreement (MOA) with the State Historic Preservation Officer (SHPO) per 36 CFR 800.6 (c), if necessary. The MOA will be prepared in consultation with SHPO, and it will include stipulations for the preparation of a Cultural Resource Monitoring and Mitigation Plan (CRMMP) to be reviewed and approved by SHPO. The CRMMP will establish protocol for data recovery, site monitoring and identifying, curating, and cataloging of discovered archaeological or historic resources. A draft Memorandum of Agreement was submitted to SHPO in a meeting on October 14, 2004.</p>	<p>Verify coordination with SHPO and execution of MOA.</p>	<p>Metro</p>	<p>-Metro -Metro -Before Construction</p>	
	<p>HAP4 Historic American Engineering Record Documentation. Historic American Engineering Record (HAER) documentation will be prepared for the SP/PE Santa Monica Air Line that historically occupied the Exposition Corridor. This report will document the significance of the resource and its physical conditions, both historic and current, through site plans, historic maps, photographs, written data, text, and video. This material will be published and made available to the public. In addition, a report documenting the contextual history of Pacific Electric with special emphasis on the Santa Monica Air Line and related Pacific Electric lines, and its significant role in American history, as well as its history in southern California, will be prepared as part of the HAER documentation required above.</p>	<p>Verify completion of HAER.</p>	<p>Metro</p>	<p>-EMLCA/Metro -Metro -Before Final Design</p>	
	<p>HAP5 Historic Reference. Historic reference and/or context of the ROW will be included in the Project. The work will convey information to the public regarding the historic context of the ROW and may also reference specific physical components of the SP/PE Santa Monica Airline. The development and oversight of the Project's historical reference will be done by Metro Art and Planning who will use the Metro Dorothy Peyton Gray Library as a reference.</p>	<p>Verify Metro Art and Planning included in project oversight.</p>	<p>Metro</p>	<p>-EMLCA/Metro -Metro -Final Design</p>	

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT					
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	Enforcement Agency	Monitoring Agency
	<p>Mitigation Measures</p> <p>HAP6 Discovery of Human Remains. If any human remains are encountered during construction, work in the immediate area of the find will be halted and the Los Angeles County Coroner will be contacted. This mitigation measure will ensure proper legal identification and/or documentation, and burial if necessary.</p>	<p>Verify discovery of human remains procedures are included in construction specifications and requirements.</p>	<p>Design build contractor/EMLCA</p>	<p>-EMLCA -EMLCA -Construction</p>	<p>- Enforcement Agency - Monitoring Agency - Monitoring Phase</p>
	<p>HAP7 Alternative Design of Catenary System. The catenary system along Exposition Boulevard in the vicinity of Exposition Park and USC will be designed to conform with historic surroundings. All catenary pole alternative designs will be consistent with basic standardized guideway components and will not radically alter the proposed basic design.</p>	<p>Verify alternative catenary designs are included in Final Design for the Expo Park/USC area.</p>	<p>Design build contractor/EMLCA</p>	<p>-EMLCA -Metro -Final Design</p>	
PARKLAND & COMMUNITY FACILITIES	<p>CF1 To fully mitigate the loss of the pedestrian access at Hayden Avenue, Metro shall be required to provide a second pedestrian access point that crosses the Exposition ROW at Wesley Street.</p>	<p>Verify required crossing is included in Final Design.</p>	<p>Design build contractor/EMLCA</p>	<p>-EMLCA/Culver City Public Works -Metro -Final Design</p>	
	<p>CF2 A vehicle access road shall be relocated and maintained from Exposition Boulevard north of the right-of-way crossing to connect to the existing entrance at Rancho Cienega Sports Park at Exposition Place. The relocated access road shall provide two-way access close to the existing Exposition Boulevard park entrance and shall be compatible with the station site, bridge structure, and guideway as part of the Project.</p>	<p>Verify access road to Rancho La Cienega Park included in Final Design.</p>	<p>Design build contractor</p>	<p>-EMLCA/LA Dept. of Recreation & Parks -Metro -Final Design</p>	
	<p>CF3 Conduct an urban design study with the City of Los Angeles and affected stakeholders to provide design guidelines for improvement of pedestrian station access at the 23rd Street Station and Jefferson Station.</p>	<p>Verify completion of study, preparation of guidelines and incorporation of recommendations into Final Design.</p>	<p>Metro/City of Los Angeles</p>	<p>-EMLCA/Metro -Metro -Before Final Design</p>	

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	Enforcement Agency Monitoring Agency Monitoring Phase
CONSTRUCTION IMPACTS Construction - Traffic	C1 Coordinate with the Los Angeles Department of Transportation (LADOT) and Culver City Public Works Department to designate and identify haul routes for trucks and establish hours of operation during final design. These routes will be situated to minimize dust, noise, vibration, and other possible impacts.	Verify completion of coordination with cities of Los Angeles and Culver City. Verify inclusion of haul truck route requirements into Final Design.	EMLCA/Design build contractor	-EMLCA /LADOT/Culver City Public Works -EMLCA -Final Design & Construction

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	Enforcement Agency - Monitoring Agency - Monitoring Phase
	<p>C2 A traffic management plan will be prepared to facilitate the flow of traffic during construction. The plan will include the following:</p> <ul style="list-style-type: none"> a. Implement diversions/detours to facilitate traffic flow throughout the construction zone; b. Temporarily restripe traffic lanes at significantly impacted locations, to the extent that this can increase the number of travel lanes provided during construction activities; c. Temporarily eliminate on-street parking in the vicinity of significantly impacted locations, to the extent that this can increase the number of travel lanes provided during construction activities; d. Implement a public outreach/education program to inform the public about the planned construction process and encourage motorists to consider alternate travel routes. e. Identify alternate temporary on right-of-way parking near neighborhoods affected by parking losses during construction, similar to the method used for the Metro Gold Line. 	<p>Verify completion of plan and incorporation into Final Design and construction specifications.</p>	<p>Design build contractor</p>	<p>-EMLCA /LADOT/Culver City Public Works -EMLCA -Construction</p>
	<p>C3 Worksite Traffic Control plans will be developed in cooperation with the LADOT and the Culver City Public Works department to accommodate required pedestrian and traffic movements. LAUSD will be invited to participate as part of MTA's Third Party Coordination Group to develop the plans prior to approval by LADOT and the Culver City Public Works department, as required by City regulations.</p>	<p>Verify completion of plan and incorporation into Final Design and construction specifications.</p>	<p>EMLCA/Design build contractor</p>	<p>-EMLCA -EMLCA -Construction</p>
	<p>C4 LAUSD will be notified of impending impacts on existing school bus routes.</p>	<p>Verify issuance of notification to LAUSD.</p>	<p>EMLCA/Design build contractor</p>	<p>-EMLCA/LAUSD -EMLCA -Final Design</p>

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	Enforcement Agency Monitoring Agency Monitoring Phase
	<p>C5 Contractors will be required to have all employees park off-street or on-street at Metro-approved locations to minimize the loss of commercial parking.</p> <p>C6 Public affairs and construction staff will contact and interview individual businesses, allowing for knowledge and understanding of how these businesses carry out their work. Use this information to develop worksite traffic control plans, identify alternative access routes, and make efforts during construction to maintain business activities.</p>	<p>Verify worker parking requirements are included in construction specifications.</p> <p>Verify completion of worksite traffic controls that achieve proscribed objectives.</p>	<p>Design build contractor</p> <p>EMLCA/Design build contractor/EMLCA</p>	<p>-EMLCA -EMLCA -Construction</p> <p>-EMLCA/Metro -Before Construction</p>
Construction - Parking	<p>C7 Unless required by worksite traffic control plans, construction activities will be sequenced to minimize the temporary removal of multiple blocks of on-street parking at one time, which would make various on-street parking spaces available in an area under construction for a period of time.</p>	<p>Verify completion worksite traffic controls with inclusion of sequential parking removal requirements.</p>	<p>Design build contractor</p>	<p>-EMLCA/LADOT/ Culver City Public Works -EMLCA -Construction</p>
Construction - Equity and Environmental Justice Considerations	<p>C8 Communities and businesses will be provided with the telephone number of the Public Affairs Officers, who will be responsible for responding to questions about construction activities.</p>	<p>Verify the distribution of notices to the public.</p>	<p>Design build contractor/EMLCA</p>	<p>-EMLCA -EMLCA/Metro -Construction</p>
	<p>C9 Notification to property owners, residences, and businesses of major construction activities (e.g., utility relocation/disruption and re-routing of delivery trucks).</p>	<p>Verify the distribution of notices to the public.</p>	<p>Design build contractor</p>	<p>-EMLCA -EMLCA -Construction</p>
	<p>C10 Coordinate with local businesses and residents to provide advanced notification of traffic detours and delays, and potential utility disruptions associated with construction.</p>	<p>Verify the distribution of notices to the public.</p>	<p>Design build contractor/EMLCA</p>	<p>-EMLCA -EMLCA -Construction</p>
	<p>C11 Temporary special signage will be used to inform customers that merchants and other businesses directly affected by construction are open. The signage will include special and closure information in advance of any future temporary closure.</p>	<p>Verify installation of special signage with closure and access</p>	<p>Design build contractor</p>	<p>-EMLCA/LADOT/ Culver City Public Works -EMLCA -Construction</p>

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT					
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	Enforcement Agency - Monitoring Agency - Monitoring Phase	
Construction - Visual Quality	Signage will also provide special access directions, if warranted. C12 Construction staging areas outside of the Metro ROW will be located adjacent to non-residential land uses wherever possible. If complete avoidance of adjacent residential properties is not possible, then construction staging will be screened with materials and techniques approved by Metro. If located adjacent to single-story residential land uses, views from adjacent residences will be screened with black-out fencing, temporary landscaping, or other means.	information. Verify staging areas are not located adjacent to residences. Verify that where located adjacent to residences that appropriate screening is installed.	Design build contractor	-EMLCA -EMLCA -Construction	
	C13 All construction lighting will be hooded and shielded to minimize spillover and glare. Alternately, screening can be used to shield construction lighting.	Verify construction lighting hoods are required and construction specification and installed in the field.	Design build contractor	-EMLCA -EMLCA -Construction	
	C14 Lighting will be directed toward the interior of the construction staging area and shielded so as to avoid or minimize spill over into adjacent residential areas. Lighting techniques are to be approved by Metro.	Verify that construction site lighting does not create spillover light impacts.	Design build contractor	-EMLCA -EMLCA -Construction	
Construction - Air Quality	C15 The following is a list of feasible control measures that SCAQMD recommends to reduce PM ₁₀ emissions during construction. These mitigation measures will be implemented for all areas where construction for the proposed Project would occur. a. Diesel Equipment Usage. Metro will require contractors as part of their contract to minimize use of on-site diesel construction equipment, particularly unnecessary idling. b. Electric Powered Equipment. Metro will require contractors to replace diesel-powered machinery with electrically powered machinery, where feasible.	Verify inclusion of requirements into Final Design construction specifications.	Design build contractor	-EMLCA/SCAQMD -EMLCA -Construction	

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	Enforcement Agency - Monitoring Agency - Monitoring Phase
	<p>c. Equipment Emissions. Construction equipment will be shut off to reduce idling when not in direct use. Diesel engines, motors, or equipment will be located as far away as possible from existing residential areas. Low sulfur fuel will be used for construction equipment.</p> <p>d. Location of Staging Areas. If required, haul truck staging areas will be approved by the Los Angeles Department of Transportation. When feasible, haul trucks will be staged in non-residential areas away from school buildings and playgrounds.</p> <p>e. Fugitive Dust Control. Maintain fugitive dust control program consistent with the provisions of SCAQMD Rules 403 and 1186 for any grading or earthwork activity that may be required.</p> <p>f. Site Watering. Site wetting shall occur often enough to maintain a twelve percent (12 percent) surface soil moisture content throughout any site grading or excavation activity. All unpaved parking or staging areas shall be watered at least two times daily, and all on-site stockpiles of debris, dirt, or dusty material shall be covered or watered in accordance with SCAQMD Rule 403. watered in accordance with SCAQMD Rule 403.</p> <p>g. Truck Covering. Require all trucks hauling dirt, sand, soil or other loose substances and building materials to be covered.</p> <p>h. Street Sweeping. Utilize efficient street sweeping equipment at site access points and all adjacent streets used by haul trucks or vehicles that have been on-site in compliance with SCAQMD Rule 403.</p> <p>i. Phasing. To the extent feasible, phase construction activities to minimize concurrent dust generating activities within 2,500-square-foot radius of shaft site locations.</p> <p>j. Wheel Washing Equipment. MTA will require the contractor to install wheel/undercarriage-washing equipment or a functional equivalent at tunnel excavations as the first method by which to ensure that haul trucks have clean wheels and undercarriages</p>			

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	Enforcement Agency - Monitoring Agency - Monitoring Phase
Construction - Noise and Vibration	<p>p. VMT Reduction Strategy. With regard to project construction, Metro will require (through the construction contract administration process) that all contractors implement car/van pool programs throughout the construction process to minimize worker travel related VMT.</p> <p>q. Dust Suppression. Dust suppression will be applied in sufficient quantity and frequency to maintain a stabilized surface at all disturbed surface areas.</p> <p>r. Vehicular Speed. Vehicle speed will be limited to 15 miles per hour on unpaved roads.</p>			
	<p>C16 Monitor noise during construction activities. Regular noise monitoring will be performed in areas where it is expected that the contractor would have difficulty meeting the property line noise limits. The monitoring includes regular spot checks supplemented by monitoring in response to complaints.</p>	Verify inclusion of requirements into Final Design construction specifications.	Design build contractor	-EMLCA -EMLCA -Construction
	<p>C17 Noise control will be a construction contract requirement. The noise control requirements may include the following: Limit noisy construction activities, particularly during nighttime hours. Sample restrictions include: requiring pre-drilled piles and restricting the use of jackhammers and other pneumatic and impact devices.</p>	Verify inclusion of requirements into Final Design construction specifications.	EMLCA	-EMLCA -Metro -Construction
	<p>C18 In noise sensitive areas, Metro may require contractors to select construction processes and techniques that create the lowest noise levels. Examples are the mixing of concrete off-site instead of on-site and using hydraulic tools instead of pneumatic tools.</p>	Verify inclusion of requirements into Final Design construction specifications.	Design build contractor	-EMLCA -EMLCA -Construction
	<p>C19 All equipment will be required to have effective commercially available mufflers installed, consistent with best urban construction practice. Construction equipment will be required to meet Metro noise specifications.</p>	Verify inclusion of requirements into Final Design construction specifications.	Design build contractor	-EMLCA -EMLCA -Construction

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	Enforcement Agency Monitoring Agency Monitoring Phase
	<p>Mitigation Measures</p> <p>C20 The use of backup alarms will be minimized. Approaches considered for reducing noise intrusion caused by backup alarms include the following: lay out construction sites to minimize the need for backup alarms; use strobe lights in place of backup alarms at night; use flagmen to keep the area behind maneuvering vehicles clear; and use self-adjusting backup alarms that adjust the alarm loudness up and down depending on ambient noise. The safety implications of any procedures for reducing backup alarm noise will be carefully reviewed before the procedure is implemented.</p>	<p>Verify inclusion of requirements into Final Design construction specifications.</p>	<p>Design build contractor</p>	<p>-EMLCA -EMLCA -Final Design & Construction</p>
	<p>C21 Construction sites will be laid out in a manner that the noisiest activities are as far as possible from noise sensitive receptors.</p>	<p>Verify inclusion of requirements into Final Design construction specifications.</p>	<p>Design build contractor</p>	<p>-EMLCA -EMLCA -Construction</p>
	<p>C22 Pile installation will be by drilling not driving per existing Metro guidelines.</p>	<p>Verify inclusion of requirements into Final Design construction specifications.</p>	<p>Design build contractor</p>	<p>-EMLCA -EMLCA -Construction</p>
	<p>C23 Vibration monitoring will be required for any construction process that could cause intrusive or damaging vibration.</p>	<p>Verify inclusion of requirements into Final Design construction specifications.</p>	<p>Design build contractor</p>	<p>-EMLCA -EMLCA -Construction</p>

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT					
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	Enforcement Agency Monitoring Agency Monitoring Phase	
	<p>C24 During final design, a detailed analysis of construction noise impacts will be carried out and pre-construction surveys will be conducted at properties where the potential for significant vibration impact has been identified. In addition, measures to mitigate significant noise and vibration impacts will be developed for inclusion in construction contracts.</p>	<p>Verify completion of preconstruction survey. Verify inclusion of recommended vibration measures into Final Design specifications.</p>	<p>Design build contractor</p>	<p>-EMLCA -EMLCA -Final Design</p>	
	<p>C25 If temporary sound barriers are required to meet City noise regulations, Metro will review sound barrier designs prior to implementation.</p>	<p>Verify inclusion of requirements into Final Design construction specifications.</p>	<p>Design build contractor</p>	<p>-EMLCA/City of LA/City of Culver City -EMLCA -Final Design & Construction</p>	
	<p>C26 The Public Affairs Officer will be responsible for responding to any local complaints about construction noise. The Officer would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and would be required to implement reasonable measures to address the issue. All signs posted at the construction site will list the telephone number for the Officer.</p>	<p>Verify designation of public affairs officer with proscribed responsibilities.</p>	<p>Design build contractor</p>	<p>-EMLCA -EMLCA -Construction</p>	
<p>Construction - Water Resources</p>	<p>C27 A program of best management practices (BMPs) and "Best available technologies" will be implemented to reduce potential impacts to water quality that may result from construction activities. To reduce and/or eliminate construction-related water quality impacts, before the onset of construction activities, Metro or its contractors will obtain coverage under the NPDES General Construction Permit. Construction activities will comply with the conditions in the permit, which include preparation of a stormwater pollution prevention plan, implementation of BMPs, and monitoring to ensure impacts to water quality are minimized. As part of this process, multiple BMPs will be implemented to provide effective erosion and sediment control. These BMPs will be selected to achieve maximum sediment removal and represent the best available technology that is economically achievable. BMPs to be implemented as part of this mitigation measure may include</p>	<p>Verify inclusion of requirements into Final Design construction specifications.</p>	<p>Design build contractor</p>	<p>-EMLCA -EMLCA -Construction</p>	

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	Enforcement Agency - Monitoring Agency - Monitoring Phase
	<p>the following:</p> <ul style="list-style-type: none"> a. Employ temporary erosion control measures (such as silt fences, staked straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover) for disturbed areas; b. Use BMPs that are acceptable to MTA, local jurisdictions, and the Regional Water Quality Control Board to protect storm drain inlets in the construction area and in downstream off-site areas; c. Sweep dirt and debris from paved streets in the construction zone on a regular basis, particularly before predicted rainfall events; and d. Provide grass or other vegetative cover on the construction site as soon as possible after disturbance. 			
	<p>C28 Water quality control measures will be implemented to prevent release of sediment to Ballona Creek. Water quality control measures, such as silt barriers/curtains, will be in place before construction activities begin along Ballona Creek.</p>	<p>Verify inclusion of requirements into Final Design construction specifications.</p>	<p>Design build contractor</p>	<p>-EMLCA/Regional Water Quality Control Board (RWQCB) -EMLCA -Construction</p>
<p>Construction - Energy Resources</p>	<p>C29 A construction energy conservation plan will be implemented. Contractors will be encouraged to adopt construction energy conservation measures that including, but not limited to, the following:</p> <ul style="list-style-type: none"> a. Use energy-efficient equipment; b. Incorporate energy-saving techniques during construction; c. Avoid unnecessary idling of construction equipment; d. Consolidate material delivery as much as possible to ensure efficient vehicle utilization; e. Schedule delivery of materials during non-rush hours to maximize vehicle fuel efficiency; f. Encourage construction workers to carpool; and g. Maintain equipment and machinery, especially those using gasoline and diesel, in good working condition. 	<p>Verify inclusion of requirements into Final Design construction specifications.</p>	<p>Design build contractor</p>	<p>-EMLCA -EMLCA -Construction</p>

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT					
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	Enforcement Agency	Monitoring Agency
Construction - Safety and Security	C30 Coordination with and notification provided to LAUSD when vehicular and pedestrian routes to schools are affected.	Verify issuance of notification to LAUSD.	Design build contractor	-EMLCA -EMLCA -Construction	- Enforcement Agency - Monitoring Agency - Monitoring Phase
	C31 LAUSD, as well as LADOT and the Culver City Public Works department, will be invited to participate as part of MTA's Third Party Coordination Group to ensure safe and convenient pedestrian routes to schools are maintained, and to publish and distribute school pedestrian route maps.	Verify issuance of invitations to City of Los Angeles and Culver City. Verify distribution of proscribed pedestrian route maps to the public.	Design build contractor	-EMLCA/LAUSD/ LADOT/Culver City Public Works -EMLCA -Construction	
	C32 Sufficient notices will be provided to forewarn children and parents when school pedestrian routes are affected.	Verify issuance of notices to affected schools and neighborhoods.	Design build contractor	-EMLCA -EMLCA -Construction	
	C33 Coordinate with and notification provided to LAUSD of the schedule for LRT construction. LAUSD will be notified when construction would occur within a half-mile of a LAUSD school.	Verify issuance of notification to LAUSD.	Design build contractor/EMLCA	-EMLCA -EMLCA -Construction	
	C34 Installation of appropriate traffic controls (signs and signals) as needed in conformance with LADOT and Culver City Public Works department's standards to ensure pedestrian and vehicular safety during construction.	Verify installation traffic controls in compliance with Los Angeles and Culver City standards as applicable.	Design build contractor	-EMLCA/LADOT/ Culver City Public Works -EMLCA -Construction	
	C35 At no charge to LAUSD, an instructional safety program will be provided that will cover safety issues relative to construction of the LRT Project.	Verify creation and delivery of instruction safety program.	EMLCA/Metro	-EMLCA/Metro -EMLCA/Metro -Construction	
C36 Construction will be scheduled and haul routes will be planned to minimize conflicts during school arrival and dismissal times.	Verify inclusion of requirements into Final Design construction specifications.	Design build contractor	-EMLCA/LAUSD/ Culver City Public Schools -EMLCA -Construction		

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	Enforcement Agency - Monitoring Agency - Monitoring Phase
	<p>C37 Metro will provide the funding for crossing guards in the vicinity of all construction sites and haul routes as warranted in accordance with criterion contained in the <i>California DOT Traffic Manual</i>, Chapter 10-07.3, Warrants for Adult Crossing Guards. Where the manual criterion does not warrant placement of crossing guards, crossing guards may be provided during school hours on a site-specific basis considering the conditions and criterion stated in the manual. Crossing guards will be provided during school arrival and departure hours during construction, where related lane closures will divert traffic to residential streets utilized by elementary and middle school students. Teachers or other LAUSD staff will be paid to extend their existing arrival and departure hour right-of-way supervision by two hours at all elementary and middle schools immediately adjacent to the right-of-way during LRT operations.</p>	<p>Verify that funding has been provided for crossing guards and for additional time for teachers and staff as proscribed.</p>	<p>EMLCA/Metro</p>	<p>-EMLCA/Metro -EMLCA/Metro -Construction</p>
	<p>C38 Provide flag persons at construction sites and construction staging areas, as needed, where construction activities compromise the safety of pedestrians and/or motorists while traveling to and from school.</p>	<p>Verify inclusion of requirements into Final Design construction specifications.</p>	<p>Design build contractor</p>	<p>-EMLCA -EMLCA -Construction</p>
	<p>C39 The contractors will be required, in conformance with provisions in the California Vehicle Code, to inform their drivers that they must drive cautiously in areas with concentrations of school children and must stop when they encounter school buses using red flashing lights.</p>	<p>Verify inclusion of requirements into Final Design construction specifications.</p>	<p>Design build contractor</p>	<p>-EMLCA -EMLCA -Construction</p>
	<p>C40 As part of the stipulations of the construction contract, construction vehicles will not be allowed to stage or park along streets bordering school sites. Vehicles used to transport construction workers will be required to park elsewhere. The adequacy of these provisions will be reviewed with the LAUSD School Traffic and Safety Department.</p>	<p>Verify inclusion of requirements into Final Design construction specifications.</p>	<p>Design build contractor</p>	<p>-EMLCA -EMLCA -Construction</p>

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT					
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	Enforcement Agency Monitoring Agency Monitoring Phase	
	<p>C41 The contractor will be responsible for providing security at construction sites at a level that Metro determines to be appropriate in accordance with <i>MTA Rail Transit Design Criteria and Standards, Fire/Life Safety Criteria</i>, Volume IX. Metro will provide security patrols at construction staging and construction sites by Los Angeles law enforcement agencies under contract to Metro; install temporary fencing around major construction sites and construction staging areas; install screening to block views of the major construction sites from motorists to avoid distraction; and install appropriate signage and lighting as required by LADOT and Culver City Public Works department.</p> <p>C42 Citations with fines will be issued for trespassing on construction sites, by LA Law Enforcement Agencies under contract to Metro.</p> <p>C43 Newsletters will be prepared and distributed to keep the public informed about safety issues during construction. In addition, information booths will be provided at local community events.</p> <p>C44 Standard lighting levels, as required by the City of Los Angeles and Culver City, for detours and existing roadways through and around construction zones will be implemented.</p>	<p>Verify this provision is included in construction specifications</p> <p>Approve agreement with LACSD reporting scope of activities to be completed</p> <p>Check for Prepare and implement public information program for construction phase</p> <p>Verify construction traffic control plan including lighting requirements are implemented.</p>	<p>Design build contractor</p> <p>LA County Sheriff's Dept. (LACSD)</p> <p>Design build contractor</p> <p>Design build contractors</p>	<p>- EMLCA/Metro - EMLCA/Metro - Construction</p> <p>-LACSD -LACSD -Construction</p> <p>-EMLCA -EMLCA -Construction</p> <p>-Metro/LADOT/Culver City public Works -EMLCA -Construction</p>	

MID-CITY/EXPOSITION TRANSIT CORRIDOR
SUPPLEMENTAL PUBLIC REVIEW PERIOD
ON THE FINAL EIS/EIR
OCTOBER 14-NOVEMBER 28, 2005

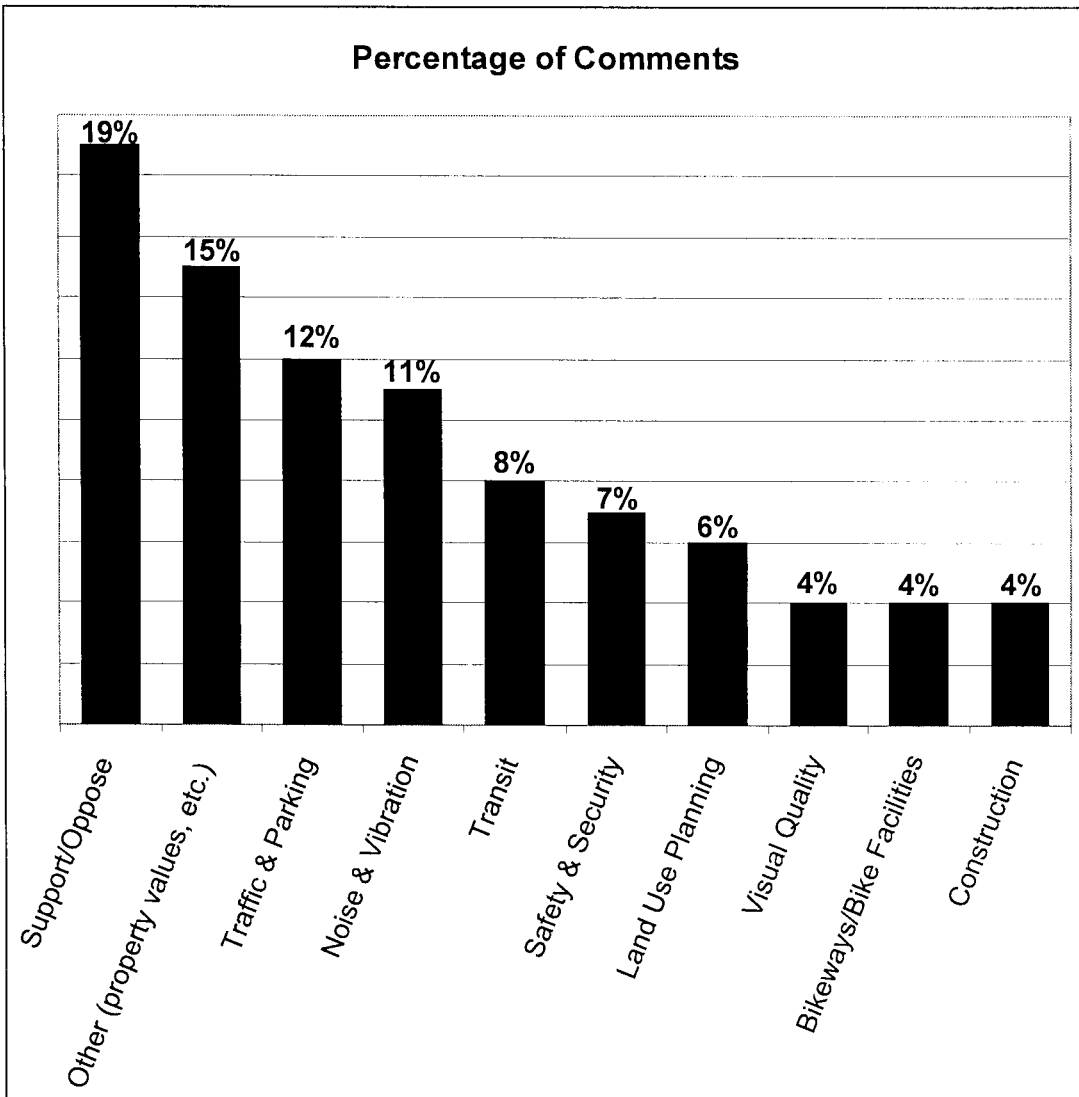
SUMMARY OF COMMENTS

PUBLIC REVIEW OF THE FINAL EIS/EIR

The supplemental public review period for the Mid-City/Exposition Light Rail Transit Project Final EIS/EIR lasted from October 14, 2005 through November 28, 2005. During that time, government agencies, community, and private organizations, as well as the public at-large, were encouraged to submit comments on the Final EIS/EIR to Metro. A total of 184 commentors expressed their views regarding a variety of matters related to the impacts and Mitigation Measures analyzed and proposed in the Final EIS/EIR. Comment letters were received via mail, e-mail, and fax. In addition, written comments were received at the three Community Open Houses held in neighborhoods along the proposed LRT alignment.

DISTRIBUTION OF COMMENTS RECEIVED

Out of the 184 total commentors, 19 were major Federal, State, or local agencies or organizations. 120 comment sheets were received at the three Community Open Houses held along the alignment area at Veterans Memorial Auditorium (51 comment sheets), West Angeles Church (26 comment sheets), and at Exposition Park (43 comment sheets). The majority of the comment sheets received from the Exposition Park and Veterans Memorial Auditorium Workshops held favorable views of the Project. However, the majority of the comment sheets received from the Community Open House held at West Angeles Church were in opposition to the Project. An additional 44 letters and e-mails were received from individuals and residents, with approximately half expressing support of the Project. The chart "percentage of Comments" of page 2 represents the distribution of all comments into general categories from the Final EIS/EIR.



SOURCE: Terry A. Hayes Associates LLC, 2005

RESPONSES TO KEY COMMENTS

Described below are a summary of the comments received from the City of Culver City and the City of Los Angeles and 20 additional agencies, organizations, and individuals regarding specific concerns about the Mid-City/Exposition LRT Project, its associated impacts and Mitigation Measures. These comments include the major concerns and issues that are germane to the Board's decision to certify the Final EIS/EIR.

City of Culver City – City Council and Redevelopment Agency

The City of Culver City submitted resolutions from both the Redevelopment Agency and City Council, which officially transmit their comments on the October 2005 Proposed Final EIS/EIR for the Project. Approximately 139 comments/issues were raised by the City of Culver City, including those related to parking (8), pedestrian crossing (1), traffic (3), transit (20), construction effects (10), land use (11), air quality (6), public safety (3), bus service (8), noise and vibration (33), water resources (4), bikeway/bikeway facilities (7), visual (1), geology and soils (2), and general comments (21). Additional comments were provided by the East Culver City Neighborhood Alliance and other individuals within the community.

Most of the City's comments stated recommendations on changes to the Project or to the Final EIS/EIR. These included recommendations (1) to eliminate the at-grade crossing and at-grade station at Venice/Robertson Boulevards, (2) to include the Aerial Design option and the Right-of-Way Interim Design option in the Final EIS/EIR, (3) to identify parking areas closer to the "interim" station options at Wesley Street, (4) to include a pedestrian path around the west end of the station and connect to the proposed pedestrian/bike path north of the station at Wesley Street, (5) to provide better on-street bus connections on Venice Boulevard and Washington Boulevard, and (6) to include a discussion of the Agency's Redevelopment Plan and the Design for Development (DFD) adopted by the Agency for the Exposition Light Rail Transit area. The City highlighted some primary concerns in the areas of parking, pedestrian crossing, traffic, transit, noise, construction impacts, and land use. Other comments, including those provided by the East Culver City Neighborhood Alliance, identified possible modifications to actual impacts analyzed in the Final EIS/EIR or asked for clarification on a specific aspect of the document/Project.

Response. Metro recognizes the numerous comments made by the City of Culver City Redevelopment Agency and City Council, the East Culver City Neighborhood Alliance, and other individuals within the community. Recommendations to modify the Final EIS/EIR, modify the project, and mitigation measures were made on several categories including those listed above. These recommendations will be considered as final plans are reviewed and implementation of mitigation measures proceeds.

In consideration of those concerns the City highlighted, Metro offers the following categorical responses:

Parking: Metro is working on a revised parking facility that would be located closer to the interim station on the right of way (ROW) between Venice Boulevard and Washington Boulevard. Additional parking is also available on the ROW between Washington Boulevard and National Boulevard. The Mitigation Measures proposed to address potential spillover/intrusion impacts into the neighborhood will be implemented by the affected jurisdictional agency with funding and monitoring provided by Metro.

Pedestrian Crossings: Metro is already proposing to relocate the pedestrian crossing at Wesley Street to the west of the station platform which would help address pedestrian safety concerns in this area.

Traffic: Due to the City's concerns, options have been developed to avoid an at-grade LRT crossing near this intersection. The Revised LPA considers two options for the Venice/Robertson crossing and station. The Venice/Robertson Station - ROW Station Option removes from further consideration all at-grade crossings at Washington and National Boulevards and the Exposition ROW since the station location is east of National Boulevard. The Venice/Robertson Station - Aerial Station Option removes from further consideration all at-grade crossings at Washington and National Boulevards since the alignment and station will be grade separated at these points.

In addition, Metro will be conducting a detailed level of analysis during the Final Design phase of the project when specific parking lot locations and access points are finalized. Providing adequate pedestrian crossing times would be developed in coordination with Culver City and the City of Los Angeles. It was not expected that there would be unusually high pedestrian crossing volumes at Venice Boulevard. Due to the elongated configuration of the proposed station parking to be located along the Metro-owned ROW north/west of Venice Boulevard, it is anticipated that pedestrian crossings of Venice Boulevard would be dispersed between crossings at Bagley Avenue/Main Street, Culver Boulevard and Venice Boulevard during the peak travel hour.

Transit: Metro will continue to work with the City with regards to providing a transit center for the Venice/Robertson ROW Station Option and Aerial Station Option. In addition, approximately one year prior to the opening of the Project, a more detailed bus feeder plan will be reviewed for the Project. This plan will include line haul bus service, as well as shuttle-type service. Public hearings will be held on the proposed bus service changes and notices will be sent prior to any actual changes in service. Because of the distance from some of the parking spaces at the Venice/Robertson Station, it is likely that some type of shuttle bus service will be provided between Downtown Culver City, the station parking lots and the LRT transit station. Providing shuttle service can also be considered separately, as part of a Transportation Management Association (TMA) strategy at the station.

Noise: The height of the sound wall was decided based on the projected increase in noise levels and the amount of noise mitigation required to meet the federal criteria. Barriers with absorptive treatment are not required at this location to eliminate the noise impacts. Absorptive barrier walls are normally used to reduce the "bounce" that is often created when sound barriers bounce noise in the opposite direction, thereby causing secondary noise impacts. In the case of National Boulevard, the sensitive residential receptors are exclusively located on the north side of the street and industrial or highway uses are located on the other side. No further benefit to the homes on the north side of the street would be provided by absorptive treatments on the wall and the noise created by National Boulevard itself seems to eliminate any benefit from the provision of absorptive treatments to the uses on the predominantly commercial uses on the south side of the street.

More specific designs regarding the height of the sound wall will be developed through the Final Design process with the Design/Builder through the Exposition Metro Line Construction Authority.

Construction Impacts: The Final EIS/EIR legally commits Metro to provide an "ombudsperson" during the period of construction to respond to questions and concerns

from the community as called for by the City of Culver City. The designated Metro Public Affairs Officer will perform this function including responding to any noise complaints and providing an information newsletter. Details are provided in Mitigations Number C (for Construction) 26 and C43.

Land Use: Jurisdiction over the Mid-City/Exposition Light Rail Project belongs to the Federal Transit Administration, Metro, and the California Public Utilities Commission (CPUC). In particular, the CPUC has jurisdiction over railroad crossings in the State of California. Metro is legally obligated to obey the authority of the PUC and cannot substitute a local city's professed authority for that of the CPUC. However, Metro notes that the staff-recommended Revised LPA contain no grade crossings within the City of Culver City, which is consistent with the Culver City General Plan.

Metro has developed all its transit project's land use in compliance with local land use plans throughout all its projects and proposes to do so on the Mid-City/Exposition LRT Project. While Metro cannot compromise its obligation to operate its facilities in a safe and secure manner, Metro looks forward to continuing to work cooperatively with Culver City so the City can develop the excellent proposals for transit-oriented development surrounding the light rail station proposed by the Culver City Redevelopment Agency.

In addition, the City, in coordination with Metro, provided responses to the 12 points raised by the East Culver City Neighborhood Alliance. These responses have been acknowledged and accepted by Metro and are included in Attachment C-1 of this document.

City of Los Angeles

The City of Los Angeles provided an overall comment letter with several attachments, The attachments included specific concerns of the Department of Transportation, Community Redevelopment Agency, Department of City Planning, and the City Council Transportation Committee. In total approximately 115 specific comments were itemized. Of these the majority sought clarification about some design aspect of the proposed Project or recommended a future process or coordination to maintain consistency with City of Los Angeles procedures and practices. These concerns will be proactively addressed by Metro and the Expo Metro Line Construction Authority as part of the Final Design process where successful and positive coordination with the City of Los Angeles is imperative.

There were a number of comments provided that focused specifically on the design of the Project under consideration by the Metro Board or which questioned the impacts, Mitigation Measures or conclusions of the Final EIS/EIR, which the Metro Board is considering. A synopsis of the major comments and responses are provided below:

Comment. Visual impacts do analyze the impacts of fencing.

Response. The Metro Board as part of the Final EIS/EIR will adopt a series of visual impact Mitigation Measures that are inclusive of project fencing. The measures require the preparation of design guidelines, solicitation of community and stakeholder input as well as the oversight of Project design features by the Metro Art Division and a Lead Artist. Taken together, these measures will reduce the impacts of all physical features of the project, including fencing to a less-than-significant level.

Comment. Proposed Mitigation Measures are not adequate to meet the future parking demand in the Exposition Corridor.

Response. The opening day parking demand (year 2012) was derived directly from Metro's Travel Demand Model. This has been calibrated and approved by the Federal Transit Administration. The Model indicates that there will be an opening day demand for approximately 1,500 parking spaces. In response, Metro has proposed parking at the Venice/Robert Station in Culver City, the La Cienega Station, and at the Crenshaw Station. The combined parking supply provided at these stations meets this demand. At the 2020 horizon year the model projects that approximately 1,000 additional spaces would be needed. The Final EIS/EIR indicates how these spaces would be provided in each station area, including extending the surface parking within the Metro right-of-way at Venice/Robertson station, acquiring additional parking sites at La Cienega station, and constructing a new parking structure at Crenshaw station. Metro however, believes these additional spaces will not be need by 2020 as it is expected that the LRT line would be extended to Santa Monica within this longer time frame. In any event, Metro has committed to a Mitigation Measure to re-evaluate parking demand as the Project matures and provide the numbers of parking spaces necessary to satisfy demand. Metro expects that this procedure will reduce all Project parking demand to less-than-significant levels.

Comment. Questioned Final EIS/EIR conclusion that the 800-space parking structure would not have a significant impact.

Response. The traffic analysis contained in the Final EIS/EIR indicates that each of the station parking locations would result in traffic impacts that require mitigation. In all cases, the traffic impacts would be reduced to less-than-significant levels with implementation of Mitigation Measures.

Comment. Mitigation Measures will not eliminate operational air quality impacts at grade crossings.

Response. The Final EIS/EIR document includes an air quality impact analysis of major intersections affected by the proposed Project in the year 2020. The air quality analysis was prepared using the forecasted future traffic volumes and emissions factors specified by the South Coast Air Quality Management District and California Air Resources Board. A dispersion model (CAL3QHC) approved by the US EPA, CARB and the SCAQMD was used taking into account ambient air quality conditions. The results of this analysis indicated that federal and state ambient air quality standards for carbon monoxide would not be exceeded (e.g. the pollutant most affected by changes in motor vehicle activity).

Comment. The loss of on-street parking spaces cannot be considered less than significant.

Response. The Final EIS/EIR documents the loss of parking spaces within each of the three major geographic areas of the alignment, Downtown Los Angeles Connection, Mid-Corridor, and West End. Generally spaces are lost along Flower Street (Washington to Exposition), Exposition Boulevard (Flower to La Brea), Jefferson Boulevard (La Brea to La Cienega), and National Boulevard in Culver City. The Final EIS/EIR presents the results of a parking space survey, space utilization rates (day and night) and field observations regarding available parking space capacity on side streets. Within the Downtown Los Angeles Connection area along Flower Street, the Final EIS/EIR concluded that the loss of parking spaces would be less than significant because on-street parking would only be restricted during the evening peak hour period and at all other times would be allowed along the westside of Flower Street. This type of restriction is practiced by the City of Los Angeles in a many areas throughout the City.

In regards to the Mid Corridor subarea, the Final EIS/EIR concluded that the loss of parking spaces along both Exposition and Jefferson Boulevards was less than significant because of the overall low utilization of parking spaces and the observation that there was available side

street parking capacity. In those spot locations where the parking survey indicated there was higher utilization of parking spaces (Jefferson Boulevard, Carmona to La Cienega Boulevard) the Final EIR/EIR indicated that replacement on-street parking spaces would be provided by the reconfiguration of Jefferson Boulevard as well as the allocation of spaces within the proposed La Cienega station parking structure to local residents. With these measures in place, loss of on-street parking in the Mid-Corridor is reduced to a less-than-significant level. In the West End, the loss of on-street parking spaces is quite small and no impacts were anticipated.

Comment. The certainty of a Crenshaw station parking facility at the West Angeles Cathedral is questioned.

Response. While no formal agreement between Metro and West Angeles Cathedral has been reached regarding parking within the church's surface parking lot, the Cathedral has provided Metro with a letter acknowledging the coordination that has taken place and the church's desire to enter into an agreement to allow use by Metro. This agreement will be finalized and executed as part of the Final Design process.

Comment. The parking demand at the Venice/Robertson station is underestimated.

Response. See above discussion of parking demand at Mid-City/Exposition LRT stations.

Comment. Mitigation Measure P1 in the Final EIS/EIR is not adequate to mitigate parking impacts at Venice/Robertson station.

Response. The measure identified as P1 in Section 3.3 of the Final EIS/EIR, is designed to eliminate spillover parking impacts in station areas by restricting parking in some locations and by creating a permit parking system. It is Metro's experience that this measure will be effective in directing patron parking to designated parking lots or causing Metro patrons to use other modes of access to the station. The P1 measure envisions restrictions similar to measures typically implemented by the City of Los Angeles in neighborhoods adversely affected by adjacent activity or commercial centers.

Comment. Contribution to I-10 Freeway Robertson Boulevard Ramp Study will not mitigate impacts.

Response. The Final EIS/EIR traffic analysis did not find that the proposed Project contributed to a significant impact at the Robertson Boulevard I-10 Freeway ramps. The Final EIS/EIR however, acknowledges that this location has a number of circulation challenges and that the Westside Cities want to address major restructuring of the ramps to improve overall traffic flow. The improvement in traffic flow would, in turn, improve access to the Venice/Robertson station, and for that reason, Metro has committed to support funding of a study to better define improvements.

Comment. The City is requesting that the Project be modified to widen Jefferson Boulevard by 10 feet to accommodate Class II bike lanes between Harcourt and La Brea Boulevard.

Response. Metro engineering staff has evaluated the segment of Jefferson Boulevard between Harcourt and La Brea Boulevard. The evaluation indicates that Class II bike lanes can be installed by restriping and not widening the street. The widening of Jefferson Boulevard would provide bike lanes at the expense of pedestrians. Providing the bike lanes through restriping, though, would avoid this conflict and tradeoff.

Comment. The City is requesting that the project design be modified to eliminate bike lanes on Exposition Boulevard west of Harcourt.

Response. It is Metro's objective to provide convenient station access from all transportation modes. Since Class II bike lanes are provided east of Harcourt it is logical to continue the

bike lanes west of Harcourt to tie directly into the proposed La Brea station. As a result, Metro is opposed to this revision.

Comment. Preliminary Engineering “Drawing EIR-10” does not show an acceptable bike alignment at Jefferson and National Boulevards.

Response. This drawing has been modified since publication of the Final EIS/EIR and indicates a bike crossing at Jefferson and National Boulevards consistent with LADOT requirements.

Comment. Modify the project to include 15-foot sidewalks along Flower Street by requiring a 5-foot dedication.

Response. The requirement to narrow sidewalks along Flower Street is an outgrowth of Metro’s coordination with LADOT to replace travel lane capacity loss when the LRT is located along the eastside of Flower Street. The lane can only be added if Flower Street is widened and the sidewalks narrowed. Any future requirement for dedication, however, is outside the jurisdiction of Metro and rests with the City of Los Angeles.

Comment. The proposed Project should be modified to extend the Flower Street Design Option Undercrossing to Vermont Avenue to eliminate the visual barrier of safety walls.

Response. Metro envisions that intrusive visual effect of the safety walls could be addressed by surface material treatment of the walls and landscaping without extending the length of the undercrossing. This improvement is not part of the current Project design.

Comment. Mitigate noise impacts at the existing Flower Street/11th Street portal.

Response. The environmental clearance for the Metro Blue Line project evaluated noise impacts for Metro Blue Line service at headways more frequently than is currently used. Mitigation was identified at that time to address noise impacts. The proposed use of the Metro Blue Line tracks by the Mid-City/Exposition LRT would not decrease the headways nor increase train activity to greater levels than evaluated in the Metro Blue Line environmental clearance documents. Thus, Metro proposes no additional noise mitigation at this location.

Comment. The City supports parking and joint development at the La Cienega station and encourage coordination with the City to find the best site for the La Cienega station parking facility.

Response. The Metro staff recommended LPA (of Revised LPA) includes a proposed parking structure at the La Cienega station on a site currently owned by the City of Los Angeles. The City’s comment indicates that the City is uncertain as whether their site can be made available for the parking structure. This parking structure is important to support station access from patrons coming both from the South Bay along La Cienega Boulevard as well as from the Hollywood/West Hollywood areas to the north. If the City site is not available, Metro will either acquire a private business (Public Storage) on the southeast corner as indicated in the Final EIS/EIR or provide no parking at all. In the event that no parking is available, Metro expects that the displaced parking demand from the La Cienega station can be met by extending the surface parking area north of Venice Boulevard along the Metro owned right-of-way to serve the Venice/Robertson station and by funding the construction of a parking structure on underutilized portions of the West Angeles Cathedral site. The No Parking option at La Cienega would likely lead to spillover parking demand at La Cienega station and at the La Brea station that would require vigorous enforcement of Mitigation Measure P1 to create a neighborhood parking permit program. Due to the uncertainty of the disposition of the City of Los Angeles owned site, Metro has included in its Findings of Fact and Statement of Overriding Considerations, consideration of the No Parking Option and the

acquisition of the Public Storage business site on the southwest corner of La Cienega and Jefferson Boulevards.

United States Environmental Protection Agency

The United States Environmental Protection Agency (EPA) stated that many issues of concern to them in the Draft EIS/EIR were addressed in the Final EIS/EIR including: (1) environmental justice issues; (2) park and ride and storage and maintenance facility impacts; and (3) hazardous waste management. Although, EPA also stated that the Project area was recently designated as nonattainment for the National Ambient Air Quality Standard for particulate matter less than 2.5 microns in diameter (PM_{2.5}) and that the Final EIS/EIR did not include information on this air quality standard.

Response. Metro is pleased that the EPA's previous concerns were addressed in the Final EIS/EIR. Air quality studies prepared for the Final EIS/EIR focused on the five criteria pollutants: ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and particulate matter (PM₁₀). At the time of the studies, PM_{2.5} was not considered as essential to be studied in the analysis of the proposed Project considering that PM_{2.5} is associated with industry and motor vehicle emissions. The proposed Project does not create any industry or industrial uses, nor does it create adverse significant traffic impacts beyond the construction phase. Metro will continue to consider this air quality matter and will address it further in the Record of Decision.

California Public Utilities Commission

California Public Utilities Commission (CPUC) oversees the approval of the safety of highway and rail crossings in the state. In their comments, CPUC repeats that their approval is necessary prior to the construction of new or alteration of existing crossings. The Commission agrees with Metro in conducting a Hazard Analysis Report in order to evaluate proposed at-grade crossings, but would like to be informed for certain if the Flower Street Design Option is the final design for that segment of the alignment. Also, the Final EIS/EIR was quoted as saying that the LADOT does not find the Flower Street Design Option as acceptable. CPUC would like to know the current status of the acceptability and possible implementation of the Flower Street Design Option as it relates to traffic impacts. Based on the results described in the Report, CPUC will act to approve or reject the design, number, or types of at-grade crossing warning devices that will be utilized as part of the built LRT line.

The CPUC stated that particular passages in the Final EIS/EIR gave the false impression that the Commission had already approved the design of each crossing and that they approved of the Metro Grade Crossings Policy for LRT. The Commission's disagreement with the Metro Grade Crossing Policy includes the categorization of crossings with low vehicular traffic counts as "At Grade Operation Should Be Feasible." The CPUC stated that such crossings should be considered prime candidates for closure instead of candidates for at-grade operation, as the Policy treats them.

The CPUC also questioned the possible proposed existence of:

- Express trains;
- The use of large pavement buttons or flexible bollards instead of raised island medians; and

- The silencing of crossing bells after automatic gates are lowered.

Response. The Metro Board will adopt the Option or alignment they deem appropriate in the Downtown Los Angeles Connection subarea. The Flower Street Design Option is recommended for adoption by the Metro staff. The Final EIS/EIR must be certified before the approval of the Project and adoption of specific Design Options. Metro has and will continue to coordinate with LADOT in the possible implementation of the Flower Street Design Option.

Metro is in agreement with the CPUC that approval of the design of each crossing will occur in the Final Design phase of the Project after thorough review of the proposed crossings. In addition, monitoring of all Mitigation Measures implemented in regards to at-grade crossings will occur as will further consideration and possible approval for express trains and the silencing of crossing bells.

State of California Department of Transportation

The State of California Department of Transportation (Caltrans) stated that the Final EIS/EIR did not analyze the Project's impacts on the distribution of traffic which could impact I-10 and I-110 Freeway ramps. Caltrans also stated that the document did not provide plans to reconstruct the Adams Boulevard and Hoover Street overcrossings over the 1-110 Freeway.

Response. A discussion of the Project's impacts of local freeways and freeway ramps can be found starting on page 3.2-10 of the Final EIS/EIR with a broader discussion and analysis of regional transportation impacts starting on page 3.2-1 of the document. A Mitigation Measure is proposed for the I-10 Freeway Robertson Boulevard ramp and the intersection level of service Mitigation Measures were created with the knowledge that the measures would effect freeway ramps in a positive way in regards to traffic. During the Final Design phase, plans will be prepared and reviewed to reconstruct freeway and other overcrossings as necessary.

Los Angeles Unified School District

Los Angeles Unified School District (LAUSD) commented that the Final EIS/EIR should have identified all LAUSD schools that may be impacted by the Project. Specifically, LAUSD listed six existing schools and two planned schools that they state were not identified in the Final EIS/EIR.

LAUSD stated that all associated impacts and feasible Mitigation Measures provided in the Final EIS/EIR should have been applied to all schools they claim were not mentioned in the document.

Response. Under the California Environmental Quality Act (CEQA), an EIR is not required to identify all schools that could possibly be impacted by a proposed project, but the schools that may be significantly impacted by the proposed project under specified criteria. The LAUSD schools that were not analyzed in the Final EIS/EIR were not considered due to their location, the direction students travel from to get to the schools, and the likelihood of there being an at-grade, pedestrian crossing location adjacent to the school. The Final EIS/EIR analyzed the potential significant impacts of the Project regarding access to schools and proposed appropriate and feasible Mitigation Measures, including measures to reduce construction impacts on schools.

University of Southern California

The University of Southern California (USC) expressed their support for the Flower Street Design Option - USC/Exposition Park Undercrossing Option. They stated that the proposed Jefferson and Vermont stations would adequately serve LRT riders and a possible station located on Exposition Boulevard (possibly at Kinsey Drive) adjacent to the university and Exposition Park, would cause visual impacts and is considered unnecessary. USC also stated their concern for the visual quality of the proposed Jefferson and Vermont stations, stating that station design should take into account the historic qualities of the university, Exposition Park, as well as the museums.

The University of Southern California has expressed the following concerns and comments:

- 1) A rail line between the park and campus would create a physical and visual barrier. USC supports a below-grade tunnel or cut-and cover for the Exposition Boulevard segment.

Response: The LPA adopted by the Metro Board assumes LRT operations on the surface of Exposition Boulevard. Application of the Grade Crossing Policy for the LPA on this segment does not result in a need for a grade separation.

The proposed Project will not create a barrier effect due to a median corridor transit system. See Section 4.1 Land Use/Neighborhoods, Downtown Los Angeles Connection Segment, Division of an Established Community. See also Section 4.4 Visual Quality. The proposed Project's design concept for the Exposition Transit Parkway would maintain a visual continuity of the horizontal plane of Exposition Park and Boulevard, utilizing a street running speed at-grade LRT within a wide landscaped median between Kinsey Drive and Vermont Avenue. Trains will be running at intervals as frequent as five minutes during peak hour service in this segment. This type of service will not create a barrier or wall effect between USC and Exposition Park because the LRT will be operating similar to a streetcar or tram. Crossing gates and barriers will not be needed in this segment because the LRT vehicle will be operating at the same speeds as automobile traffic. Specially designed Landscape, Public Art and Other Transit Parkway Improvements will assist pedestrians in crossing safely at-grade in coordination with LRT operations during normal use. These features are also designed to minimize vertical visual clutter of the horizontal plane of the Exposition Transit Parkway, such that an open, landscaped visual link between both Exposition Park and USC is maintained. Regarding pedestrian connections during special events, see Section 3.2 Traffic, Impacts of Special Events Street Closures on Mid-City/Exposition LRT Operations. Recommendations for LRT service interruption or channelized pedestrian crossings during limited LRT service are explained.

The Exposition Transit Parkway concept calls for maintaining an important pedestrian connection at Trousdale Way and Exposition Boulevard. PE Design for this segment will include an at-grade LRT alignment in an enhanced embedded track, allowing landscaping to run alongside the trackway. The landscaping and trackway would be designed to connect the open space concept of the Exposition Transit Parkway as an extension of Exposition Park and Boulevard and would maintain visual links between USC and Exposition Park.

- 2) A rail line between the park and campus would become a safety hazard to increasing number of students and visitors in the area.

Response:

An integral element of the Mid-City/Exposition LRT Project (Project) is safety considerations for both vehicles and pedestrians. See Chapter 4.15 of the FIES/EIR for a discussion of construction impacts and construction mitigation plans. As described in Section 4.15 of the Final EIS/EIR, Metro would work in conjunction with the City of Los Angeles to create detailed construction mitigation plans. Staging, timing, the use of flags, sidewalk reconstruction, signage and lighting, as well as other factors shall all be included in the construction mitigation plans. These mitigation plans would reduce construction related impacts and ensure safety of residents maneuvering around construction sites. Moreover, Metro will incorporate the suggested temporary fencing, modification of construction hours, construction worker awareness, crosswalks and speed bumps if needed to further reduce the construction impact to less than significant. Metro commits to implementing sufficient mitigation to render the impacts to traffic and safety to less than significant. See Chapter 2.0 Alternatives Considered and Section 4.12 Safety and Security for a detailed discussion of safety measures that will be included as part of the Project.

As discussed, in these sections of the document, the Project will include state-of-the-art safety features for both motorists and pedestrians, including four-quadrant gates, pedestrian gates, and appropriate warning devices depending on the needs at each intersection. Specific pedestrian safety features included in the Project description include the following:

- Passive Signing and Pavement Marking. This type of treatment includes signs, stops bars, tactile warning strips and striped channelization;
- Barrier Channelization. This feature will be provided at pedestrian crossings to direct
- pedestrians to the designated pedestrian crossing;
- Enhanced Crosswalks;
- Curb Extensions. This feature reduces the width of the roadway a pedestrian has to cross; and
- Countdown Pedestrian Crossing Traffic Signals.

Motorist safety features at LRT grade-crossings will include the following, to be applied where appropriate:

- Raised medians
- Large pavement buttons or flexible bollards
- Four quadrant gates
- Pre-signals
- Active “No Right Turn (NRT)” or “No Left Turn (NLT)” Signs

A summary discussion on the pedestrian safety features of the Exposition LRT and how students are protected is on pages 48 and 49 of the Final EIS/EIR Executive Summary. A detailed analysis of pedestrian safety, including students, for the operational Exposition LRT is contained in Section 4.12 Safety and Security and for

construction is contained in Section 4.15. As discussed in the Final EIS/EIR, the mitigation measures will reduce the impact to students and other pedestrians to less than significant.

- 3) The Flower Street Option (versus Hill Street) has proven to be the most direct alignment. It would serve a larger population of residents, students, employees and businesses along the Figueroa/Flower corridor.

Response: Comment noted.

- 4) If Hill Street Option is selected, grade separation should be considered as the line passes under the 110 freeway and across Flower and Figueroa streets.

Response: Comment noted.

- 5) Design of Jefferson and Vermont Stations should take into account the historic university, park and museum.

Response: As discussed in Chapter 2.0 Alternatives Considered, many visual enhancements, landscaping features and public art opportunities are included in the proposed project design. Metro Art staff will oversee the implementation of the public art component of the Project. Metro Art has commissioned a highly experienced Lead Artist to determine how the landscaping, station design, grade crossings and separations, and bicycle amenities may be developed into relevant artwork opportunities. This includes system-wide public art concepts for Project elements to receive Lead Artist input such as sound walls, canopies and planting, as well as Station Artist opportunities for paving and sculptural elements for individual stations. Each station shall feature the work of its own individual Station Artist. This Final EIS/EIR calls for basic standardized components for the guideways and stations. The art components shall be designed and installed to enhance, but not radically alter, the proposed basic design.

As a complement to the Lead Artist's concepts, Metro Art will invite interested members of this community along the alignment to form a Metro Art Advisory Group. Metro would encourage the University of Southern California to consider being a part of the Metro Art Advisory Group to contribute to the Jefferson and Vermont Station designs.

Los Angeles Trade Technical College

Los Angeles Trade Technical College (LATTC) stated their objection to the adoption of the Flower Street Alignment, which would place the LRT route on the eastside of Flower Street, adjacent to the college. LATTC commented that the existing Metro Blue Line blocks the north entrance to the college on Washington Boulevard and that implementation of the Flower Street Alignment would result in access problems to the college's west entrance. LATTC also stated that their students would have to cross this proposed LRT route in order to enter and exit the six vehicular driveways the campus possesses. Relocation of the rooftop parking entrance and exit, as part of the planned campus improvements, would cause students entering in vehicles to cross the LRT route. Lastly, LATTC encourages Metro to move the LRT route to the westside of Flower Street, which they state would result in decreased safety concerns and a quieter learning environment for their students.

Response. Mitigation Measures in Section “4.14 Parkland & Community Facilities,” of the Final EIS/EIR, call for an urban design study to be conducted with the City of Los Angeles and affected stakeholders prior the Final Design to provide design guidelines for improvement of pedestrian station access at the proposed 23rd Street Station, located adjacent to LATTC. LATTC would explicitly be invited to participate in this process.

Although entering through the vehicular driveways on the westside on the campus along Flower Street would require the crossing of the LRT route, the existing traffic signal system will aid in the safety of drivers and in their undisturbed access to LATTC. The manner in which vehicles enter the campus driveways along Flower Street will be controlled by existing traffic signals (as will the movements of the LRT) which would ensure the safety of drivers near the operating LRT.

Orthopaedic Hospital

The Orthopaedic Hospital, located on 2400 South Flower Street, wrote to oppose the Flower Street Design Option. The Hospital claims that Metro failed to adequately consult with them regarding the proposed Flower Street Alignment (and Design Option). The Hospital commented that implementation of this Design Option would have negative effects on the daily operations of the Hospital and effect their ability to accomplish their mission. They commented that the Final EIS/EIR failed to consider the impacts of the Flower Street Design Option on patient and employee access to the hospital, noise and vibration impacts, and the physical take of land required for the proposed transit station.

The Hospital then states that the Flower Street Design Option was not discussed in the Draft EIS/EIR in 2001, and therefore, the Final EIS/EIR should be revised to represent updated public comments on the Design Option.

The last issue that Orthopaedic Hospital comments on is property value changes as a result of the Project. They are concerned that property devaluation will result from the proposed property take of a portion of the Hospital’s Flower Street frontage, as well as from the proposed LRT station located immediately in front of their property. In marketing a portion of their property to interested buyers, the Hospital states that the possibility of the implementation of the Flower Street Alignment has affected their ability to market the property obtaining fair market value.

Response. In an effort to communicate with Orthopaedic Hospital regarding the Flower Street Alignment and Design Option (and the whole of the Project), Metro attempted to contact the Hospital on several occasions. Metro conducted one-on-one briefings for Orthopaedic Hospital representatives three times, and also met in person with Orthopaedic Hospital representatives. Metro also communicated with Orthopaedic Hospital representatives by telephone. Metro also invited Orthopaedic Hospital to at least eight (8) larger stakeholder briefings and meetings with the Central City Association, the Figueroa Corridor Business Improvement District, the South Park Stakeholders and the Downtown Working Group.

Mitigation Measures in Section “4.14 Parkland & Community Facilities,” of the Final EIS/EIR, call for an urban design study to be conducted with the City of Los Angeles and affected stakeholders prior the Final Design to provide design guidelines for improvement of pedestrian station access at the proposed 23rd Street Station, located adjacent to the

Orthopaedic Hospital. Orthopaedic Hospital would be explicitly invited to participate in this process.

Noise and vibration impacts are analyzed in the Final EIS/EIR. Measurement sites for the day-night sound level and short term noise surveys were located in close proximity to Orthopaedic Hospital as identified in Section 4.6.1 of the Final EIS/EIR. The FTA Noise Impact Criteria and ground-borne vibration impact group uses into three categories. Orthopaedic Hospital has relocated all in-patient medical facilities and does not provide 24 hour care. The Final EIS/EIR documents no Category 2 noise impacts in the Downtown area. The Final EIS/EIR also documents no Category 2 vibration impacts in the Downtown area.

The Final EIS/EIR does not propose a taking of any portions of parcels owned by the Orthopaedic Hospital. The LRT will operate in the existing street right-of-way, with part of the LRT station requiring useage of the sidewalk along the frontage of the Hospital on Flower Street. This sidewalk area, is owned by the City of Los Angeles. Currently, Orthopaedic Hospital has two entrances. The entrance on Flower Street is solely for patient drop off. There are two driveways, one for pulling in, dropping off, and one for exiting. Currently, the only entrance to the hospital campus in on 23rd Street. There are two patient drop off locations for the hospital that may be accessed through this 23rd Street entrance, both of which may be used by wheel chairs and patients requiring assistance. In its website, Orthopaedic Hospital directs all visitors and patients to use the 23rd Street entrance. Although drop off access from the Flower Street driveways to Orthopaedic Hospital will be eliminated, reasonable access to the property will remain. First, the hospital campus, including all parking facilities, is accessed by all vehicles, including emergency vehicles, through the 23rd Street entrance. Second, the property has a currently unutilized driveway opening to 25th Street. Third, pedestrian access to the hospital's Flower Street entrance will remain.

In meetings, Metro informed Orthopaedic Hospital representatives of the proposed elimination of access from Flower Street. In those meetings, the Hospital representatives communicated that resulting impacts were minimal because the main entrance is on 23rd Street. To the extent that Orthopaedic Hospital serves a large population of poverty level families, the close proximity of a LRT station should improve accessibility. The addition of a major LRT station in close proximity to Orthopaedic Hospital will provide substantial benefit by improving accessibility and increased prominence to offset any claimed diminution. LRT trains are, of course, handicapped accessible.

The Flower Street Design Option was proposed in the Final EIS/EIR in response to the comments received on the Draft EIS/EIR released in 2001. The California Environmental Quality Act (CEQA) does not require the revision of Final EIRs based on public comment. Nonetheless, Metro included discussion of the Flower Street design option in the Final EIS/EIR, welcomed comments on the Final EIS/EIR during the public review period, and has considered all comments, including those of Orthopaedic Hospital.

AEG/L.A. Arena Company, LLC.

On behalf of its clients, AEG and L.A. Arena Company LLC, the Mobility Group commented on their support of the operation of the LRT on Flower Street with existing signalized traffic. However, they questioned the accuracy of the year 2020 traffic forecasts utilized in the traffic analysis in the Final EIS/EIR. They questioned traffic lane volume forecasts and level of

service (LOS) forecasts discussed in the document because they are perhaps underestimated and are not consistent with year 2008 forecasts discussed in the Los Angeles Sports and Entertainment District (LASED) EIR.

Response. The overall methodology for addressing traffic and other transportation impacts of the proposed LRT was revised in the Final EIS/EIR to reflect the concerns of the City of Los Angeles and the City of Culver City. Metro's Travel Demand Forecast Model Data used in the document utilized demographic inputs from the Southern California Association of Governments (SCAG) Regional Travel Demand Model. Included in the traffic analysis regarding traffic volumes was 2003 and 2004 traffic count data. The intersection LOS analysis in the document assumes that an intersection would be adversely affected by traffic volume changes if the Project causes deterioration in LOS to E or worse or results in an increase in the average vehicle delay of 5.0 seconds. Methodologies used in the Final EIS/EIR in comparison to the LASED EIR may have been slightly different.

La Cienega Properties – Public Storage

The attorneys for LA Cienega Properties, the owner of the Public Storage facility on the southwest corner of La Cienega Boulevard and Jefferson Boulevard, wrote stating their clients' objection to the potential acquisition of the 3.5-acre parcel with the adoption of the La Cienega Station Parking - Southwest Corner Option. According to the letter, the Public Storage facility currently consists of 1,208 storage units, which are rented out to approximately 1,136 separate storage tenants. It was also written that there are other sites at the same street intersection in which acquisition and relocation assistance would process more smoothly than with the Public Storage site.

Response. Metro is currently coordinating with the City of Los Angeles to obtain the former ECIS site on the southeast corner of the intersection of La Cienega Boulevard and Jefferson Boulevard for construction of the La Cienega Station parking facility and transit center. It is unlikely the facility will be built on the southwest corner, but in the event that the southwest corner is chosen as the parking facility and transit center site, all Federal and State