

Los Angeles County
Metropolitan Transportation Authority

Division 20 Portal Widening and Turnback Facility Project

DRAFT FINAL ENVIRONMENTAL IMPACT REPORT

State Clearinghouse No. 2017101034
March 2018



Metro[®]

Division 20 Portal Widening/ Turnback Facility Project

Draft Environmental Impact Report

March 2018



In Association with:

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

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

DRAFT ENVIRONMENTAL IMPACT REPORT

LEAD AGENCY - Los Angeles County Metropolitan Transportation Authority

STATE CLEARINGHOUSE NO. - 2017101034

TITLE OF PROPOSED PROJECT - Division 20 Portal Widening/Turnback Facility Project

During the public review period, public agencies, organizations and individuals may submit written comments concerning the adequacy of the document by email or U.S. mail to:

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ABBREVIATIONS/ACRONYMS

°F	Fahrenheit
µin/sec	Micro-inch/second
AB	Assembly Bill
AChP	Advisory Council on Historic Preservation
ACM	Asbestos-Containing Materials
APN	Assessor Parcel Number
AQMP	Air Quality Management Plan
BACT	Best Available Control Technology
Basin	South Coast Air Basin
BMP	Best Management Practice
BP	Before Present
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
Cal/EPA	California Environmental Protection Agency
Cal/EPA	California Environmental Protection Agency
CALGreen	Green Building Standards Code
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CAT	Climate Action Team
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CH ₄	Methane
CMP	Congestion Management Plan
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CO ₂	Carbon Dioxide
CPA	Community Plan Area
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CRMMP	Cultural Resources Monitoring and Mitigation Plan
CUPA	Certified Unified Program Agency
CY	Cubic Yards
dba	A-weighted decibels
diesel PM	Diesel Particulate Matter
DTSC	Department of Toxic Substances Control
ECMP	Energy Conservation and Management Plan

EIR.....	Environmental Impact Report
EMAP	Energy Management Action Plan
EO	Executive Order
ESOC.....	Emergency Security Operations Center
EZ	Enterprise Zone
FHWA.....	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FRA.....	Federal Railroad Administration
FTA.....	Federal Transit Administration
GGE.....	Gasoline Gallon Equivalent
GHG.....	Greenhouse Gas
GreenLA	Green LA Action Plan
GWP	Global Warming Potential
HCM.....	Historic Cultural Monument
HPOZs	Historic Preservation Overlay Zones
HSC.....	Health and Safety Code
HTP	Hyperion Treatment Plant
IBC.....	International Building Code
in/sec	inches/second
IPCC	Intergovernmental Panel on Climate Change
IRIS.....	Integrated Risk Information System
IRP.....	Integrated Resource Plan
IS/MND	Initial Study/Mitigated Negative Declaration
kWh	Kilowatt Hour
LABC	Los Angeles Building Code
LACM	Natural History Museum of Los Angeles County
LADBS.....	Los Angeles Department of Building and Safety
LADWP.....	Los Angeles Department of Water and Power
LAFD	Los Angeles Fire Department
LAMC	Los Angeles Municipal Code
LAPD	Los Angeles Police Department
LARWQCB.....	Los Angeles Regional Water Quality Control Board
LBP	Lead-based Paint
L _{dn}	Day-Night Sound Level
L _{eq}	Equivalent Sound Level
LEV	Low Emission Vehicle
L _{max}	Maximum Sound Level
LRT	Light Rail Transit
LST	Localized Significance Thresholds
L _{xx}	Exceedance Level
MATES-IV.....	Multiple Air Toxics Exposure Study IV
Metro	Los Angeles County Metropolitan Transportation Authority
mgd.....	Million Gallons Per Day
MGP	Manufactured Gas Plant
MLD	Most Likely Descendent
MOW	Maintenance of Way
N ₂ O	Nitrous Oxide

NAAQS.....	National Ambient Air Quality Standards
NAHC.....	Native American Heritage Commission
NHPA.....	National Historic Preservation Act
NO	Nitric Oxide
NO ₂	Nitrogen Dioxide
NOP	Notice of Preparation
NO _x	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
NRHP.....	National Register of Historic Places
O ₃	Ozone
OEHHA.....	Office of Environmental Health Hazard Assessment
OHR	Office of Historic Resources
OPR.....	Office of Planning and Research
OSF	One Santa Fe
OSHA.....	Occupational Safety and Health Administration
PAH.....	Polycyclic Aromatic Hydrocarbons
Pb	Lead
PCB.....	Polychlorinated Biphenyl
PCR.....	Public Resource Code
PF	Public Facilities
PFYC.....	Potential Fossil Yield Classification
pLAN.....	Sustainable City pLAN
PM ₁₀	Particulate Matter Ten Microns or Less in Diameter
PM _{2.5}	Particulate Matter 2.5 Microns or Less in Diameter
PMMP.....	Paleontological Monitoring and Mitigation Plan
PPM.....	Parts Per Million
PPV.....	Peak Particle Velocity
Proposed Project	Division 20 Portal Widening/Turnback Facility Project
RCNM	Roadway Construction Noise Model
RCRA	Resource Conservation and Recovery Act
RIO	River Improvement Overlay
RMS.....	Root Mean Square
ROG	Reactive Organic Gases
RTP.....	Regional Transportation Plan
RWQCB.....	Regional Water Quality Control Board
SB.....	Senate Bill
SCAG.....	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC.....	South Central Coastal Information Center
SCI-Arc	Southern California Institute of Architecture
SCS.....	Sustainable Communities Strategy
SEA.....	Significant Ecological Area
SEL	Sound Exposure Level
SHPO	State Historic Preservation Officer
SLF	Scared Lands Files
SMP.....	Soil Mitigation Plan
SO ₂	Sulfur Dioxide

SoCalGas	Southern California Gas Company
SOI	Secretary of the Interior
SO _x	Sulfur Oxides
SRAs	Source Receptor Areas
STC	Sound Transmission Class
SUSMP	Standard Urban Stormwater Mitigation Plan
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TACs	Toxic Air Contaminants
TPH	Total Petroleum Hydrocarbons
TPSS	Traction Power Substation
TWW	Treated Wood Waste
Ultrafine PM	Ultrafine Particulate Matter
US-101	U.S. Highway 101
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USTs	Underground Storage Tanks
UWMP	Urban Water Management Plan
VdB	Vibration Decibels
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
ZIMAS	Zoning Information and Map Access System

EXECUTIVE SUMMARY

This Executive Summary is intended to provide the reader with a concise summary of the Los Angeles County Metropolitan Transportation Authority (Metro) Division 20 Portal Widening/Turnback Facility Project (Proposed Project) and its potential environmental effects. It contains the purpose of the Draft Environmental Impact Report (EIR), a summary of the environmental review process, the project history, project objectives, a description of the Proposed Project, a summary of environmental impacts and mitigation measures, areas of controversy, and issues to be resolved.

Purpose of this Draft EIR

Metro has prepared this Draft EIR for the following purposes:

- To satisfy the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Section 21000, et seq.) and the CEQA Guidelines (California Code of Regulations [CCR], Title 14, Chapter 3, Section 15000, et seq.).
- To inform public agency decision makers and the public of the significant environmental effects of the Proposed Project, as well as possible ways to minimize those significant effects, and reasonable alternatives to the Proposed Project that would avoid or minimize those significant effects.
- To enable Metro to consider environmental consequences when deciding whether to approve the Proposed Project.

Metro serves as the “lead agency” for the Proposed Project in accordance with the CEQA Guidelines Sections 15051 and 15367, which define the lead agency as the public agency that has the principal responsibility for executing or approving a project. As described in CEQA and the CEQA Guidelines, public agencies are charged with the duty to avoid or substantially lessen significant environmental impacts of a project, where feasible. In discharging this duty, a public agency has an obligation to balance the economic, social, technological, legal, and other benefits of a project against its significant unavoidable impacts on the environment.

This Draft EIR is an informational document designed to identify the potentially significant impacts of the Proposed Project on the environment; to indicate the manner in which those significant impacts can be minimized; to identify reasonable and potentially feasible alternatives to the Proposed Project that would avoid or reduce the significant impacts; and to identify any significant unavoidable adverse impacts that cannot be mitigated.



Source: Terry A. Hayes Associates Inc., 2017.

Environmental Review Process

In compliance with the CEQA Guidelines Section 15082, a Notice of Preparation (NOP) was prepared and distributed on October 18, 2017 to the State Clearinghouse, various public agencies, and the general public for the required 30-day review and comment period. Scoping meetings were held on October 25, 2017 and November 8, 2017 to facilitate public review and comment on the Proposed Project and issues to be addressed in the Draft EIR. A revised NOP was circulated for another 30-day review period from January 3, 2018, to February 2, 2018, due to a revision to the project description (i.e., the addition of 100-120 North Santa Fe Avenue for maintenance activities).

Public Comments

The 45-day public review and comment period for this Draft EIR is from **March 16, 2018 to April 30, 2018**.

During this period, public agencies, organizations, and individuals may submit written comments concerning the adequacy of the Draft EIR to:

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Public Hearing

Metro will conduct a public hearing to take testimony on the Draft EIR on **Thursday, April 12, 2018**. The meeting will be held at **6:00 p.m. at the Metro Board Room at One Gateway Plaza in Los Angeles, CA**.

After the public review and comment period, written responses to all written comments and oral testimony pertaining to environmental issues received during the comment period will be prepared as part of the Final EIR. As required by CEQA, responses to comments submitted by commenting agencies will be distributed to those agencies for review prior to consideration of the Final EIR by Metro's Board of Directors.

Upon completion of the Final EIR and other required documentation, the Board of Directors may adopt the findings relative to the Proposed Project's environmental effects after implementation of mitigation measures and statement of overriding considerations, certify the Final EIR, and approve the Proposed Project.



Source: Terry A. Hayes Associates Inc., 2017.

Project Objectives

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

1. Provide core capacity improvements needed to accommodate increased service levels on the Metro Red and Purple Lines.
2. Provide new tracks and switches that will allow trains to provide faster service times at Union Station.



Source: Metro, 2017.

Project History

In order to accommodate increased service levels on the Metro Red and Purple Lines, Metro is planning critical facility improvements including the widening of the heavy rail tunnel portal south of the U.S. Highway 101 (US-101) freeway and the introduction of a turnback facility in the Division 20 Rail Yard. With these improvements, new tracks and switches would allow trains to turn around more quickly at Union Station. Non-revenue Metro Red and Purple Line trains currently proceed underground south of Union Station and emerge at-grade through the portal just south of the US-101 freeway before entering a complex set of switches in the main Rail Yard.

On March 23, 2017, an Initial Study/Mitigated Negative Declaration was adopted by the Metro Board of Directors for the former Red/Purple Line Core Capacity Improvements Project. Since that date, the design team has been looking at various refinements to maximize flexibility in the operations of the Division 20 Rail Yard, including the addition of storage tracks. These refinements require additional environmental analysis in the context of an EIR to address potentially significant impacts.



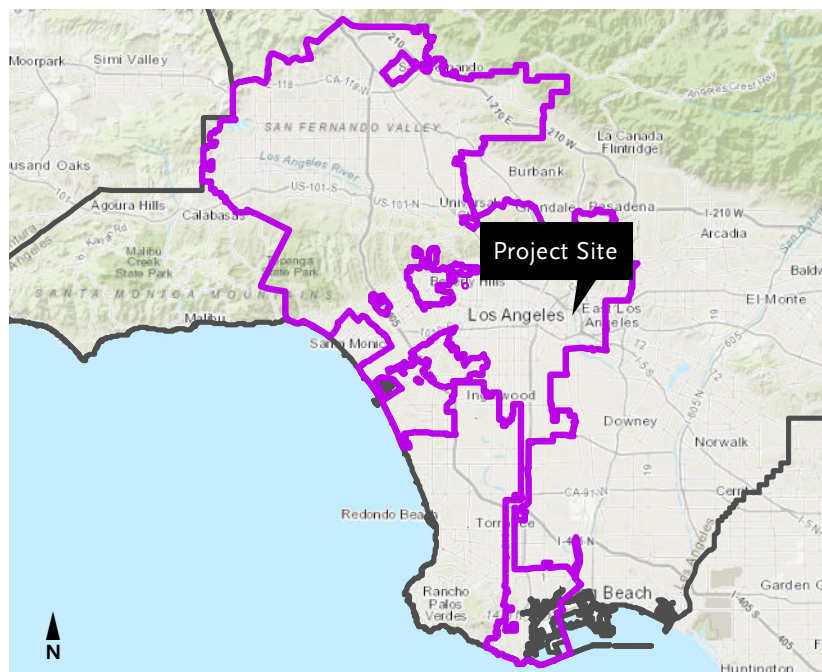
Source: Metro, 2017.

Proposed Project

The Proposed Project includes widening of the portal for the Metro Red and Purple Lines, construction of new storage tracks, and the provision of a new turnback facility.

Project Location and Setting

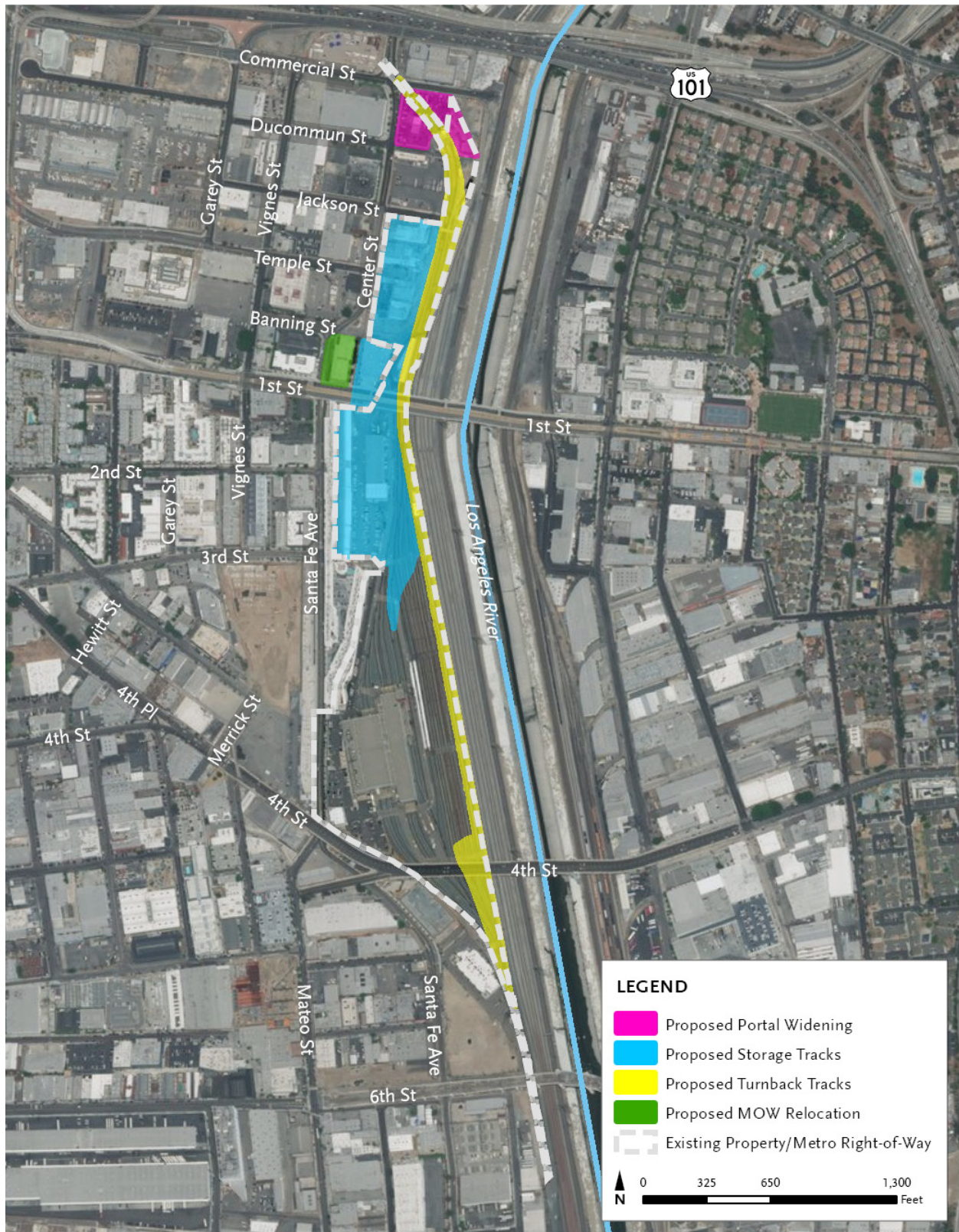
The Project Site is regionally located in the northeast edge of downtown Los Angeles, in Los Angeles County. It is generally bounded by the Los Angeles River to the east, Santa Fe Avenue to the west, Ducommun Street to the north, and the 6th Street Bridge to the south. The western boundary of the Project Site includes commercial/industrial properties along Santa Fe Avenue, as well as the One Santa Fe (OSF) mixed-use complex immediately south of the 1st Street Bridge. Immediately to the south and southwest of the Project Site is the Arts District, which is comprised of residential, industrial, and commercial uses, and art galleries and exhibition warehouse spaces. Land uses to the north include commercial/industrial buildings, and the Los Angeles River is located to the east beyond freight rail tracks.



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

Project Components

- Widening the tunnel portal that currently connects the Metro Red and Purple Lines to the Rail Yard, including construction of a new ventilation shaft building;
- Constructing new storage tracks;
- Reconfiguring existing tracks and access roads to accommodate a turnback facility;
- Installing a new traction power substation and emergency backup power generator;
- Expanding the Rail Yard westward into areas currently occupied by the Citizens Warehouse/ Lysle Storage Company building, the Los Angeles Police Department (LAPD) Viertel's Central Division Police Garage, and the National Cold Storage facility;
- Repurposing an existing building at 100-120 North Santa Fe Avenue for Maintenance of Way activities;
- Modifying the 1st Street Bridge piers and superstructure; and
- Vacating portions of three City streets (i.e., Jackson, Banning, and Ducommun Streets east of Center Street).



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

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

Project Implementation

The successful implementation of the Proposed Project's components would necessitate the demolition of the existing MOW Location 61A building, the LAPD Viertel's Central Division Police Garage, and the National Cold Storage facility, as well as the modification of the Citizens Warehouse/Lysle Storage Company building. Additionally, streetscape improvements and a physical safety perimeter would be installed for the integration of the Proposed Project into its surrounding urban environment.

In a coordinated effort to address previously gathered public input and create a cohesive street frontage along the east side of Center Street, the Proposed Project will soften the Project perimeter with a range of streetscape improvements including, but not limited to, landscape buffers, street trees, and street lighting along portions of the east side of Center Street. These landscaped buffers would be provided on Division 20 property and not along the public right-of-way. Such improvements would be similar in character to those to be provided along portions of the east side of Center Street by the Eastside Access at 1st and Central Project, which includes bike lanes, crosswalks, street trees, and street lighting, as well as those to be provided by the Metro Emergency Security Operations Center Project, which includes landscape elements and street lighting.

The Proposed Project would include a physical perimeter facing Center Street. An emergency access road that would not be used on a regular basis would be constructed on the Project Site. The physical perimeter along Center and Commercial Streets would prevent the public from freely accessing the Division 20 Rail Yard. The physical perimeter would not encroach onto public rights-of-way. Although its exact design has not been determined at this time, it would consist of a solid wall or steel fence between 8 and 12 feet tall built to standard Metro safety specifications.

Construction activities would begin in early Spring 2019 and finish in Fall 2023. Demolition would include removal of up to 306,875 square feet of existing buildings on and off the existing Division 20 Rail Yard, and rehabilitation of 22,651 square feet associated with the 100-120 North Santa Fe Avenue building. Construction activities would also include removal and modification of 1st Street Bridge piers and superstructure. Approximately 100,000 cubic yards of soil associated with the portal widening and leveling of the Project Site in the area of expansion would be excavated and exported from the Project Site. Construction activity would require the relocation of utilities. Construction laydown and staging areas would be located on the Project Site to eliminate on-street queuing that could interfere with existing traffic. Construction workers would be prohibited from parking on public streets and required by contract specifications to park on property owned by Metro.

Significant and Unavoidable Impacts

- *Cultural Resources (Historical Resources)*. The Citizens Warehouse/Lysle Storage Company building has been determined to be eligible as a City of Los Angeles Historic-Cultural Monument. The Proposed Project includes mitigation to preserve and protect approximately 20,000 square feet of the building, including the frontage facing Center Street. However, the demolition of approximately 30,000 square feet would result in a significant and unavoidable impact. In addition, the 1st Street Bridge is designated by the City as a Historic-Cultural Monument. The Proposed Project would remove bents to accommodate new tracks. The Proposed Project includes mitigation measures to retain the original decorative brackets, reflect the original board-form appearance on new concrete, and use an infill treatment similar to the treatment used when the Bridge was first widened to accommodate the Metro Gold Line. However, removal of the bents would result in a significant and unavoidable impact. Furthermore, the National Ice and Cold Storage building would be demolished, which would result in a significant and unavoidable impact.
- *Noise and Vibration (Construction Noise and Vibration)*. The Proposed Project would include construction activities involving heavy-duty equipment directly adjacent to OSF. In addition, nighttime construction may be required to limit operational impacts to the existing Rail Yard. Noise and vibration levels would potentially exceed Federal Transit Administration (FTA) standards at OSF. The Proposed Project includes Noise and Vibration Control and Monitoring Plans as mitigation measures. However, no feasible mitigation measures were identified to reduce the significant impact to a less-than-significant level.

Areas of Controversy

Known areas of controversy associated with the Proposed Project include street closures, impacts to surrounding businesses, construction equipment staging areas, truck haul routes, impacts to historic resources, construction noise levels, construction-related air quality pollutant emissions, and aesthetics along Center Street.

Summary of Environmental Impacts and Mitigation Measures

This Draft EIR has been prepared by Metro to analyze the potential significant environmental impacts of the Proposed Project and to identify mitigation measures capable of avoiding or substantially reducing significant impacts.

Potential impacts of the proposed project have been divided into three categories: significant unavoidable impacts, significant impacts that can be mitigated to less-than-significant levels, and impacts that are less than significant or non-existent.

The criteria for the determination of a significant impact in each environmental topic area are discussed in Chapter 3.0 Environmental Impact Analysis and Chapter 4.0 Other Environmental Considerations. Table ES-1 provides a summary of the potential environmental impacts, recommended mitigation measures, and the level of significance after mitigation.

Table ES-1 Summary of Impacts and Mitigation Measures

Environmental Resource	Project Impact without Mitigation	Mitigation Measures	Project Impact After Mitigation
CHAPTER 3 ENVIRONMENTAL IMPACTS			
Aesthetics	Significant	<p>AES-1 Construction-related light fixtures shall be equipped with glare diffusers and feature directional shielding in order to avoid the spillover of light onto adjacent residences.</p> <p>AES-2 Permanent operations-related light fixtures shall feature directional shielding in order to avoid the spillover of backlight and uplight onto adjacent residences.</p>	Less than Significant
Air Quality	Less than Significant	None	Less than Significant
Cultural Resources	Significant	<p>CR-1 Design measures shall be developed by the Project Architect and Engineer and implemented by the Project Contractor to minimize harm due to alterations to the 1st Street Bridge. Design measures shall include surface treatment of new concrete to reflect but be distinguishable from the original board-form appearance, retention of the decorative brackets, and an infill treatment of the incising arches in a manner similar to the treatment used when the Bridge was first widened to accommodate the Eastside Light-Rail Extension of the Metro Gold Line Project.</p> <p>CR-2 Metro shall conduct further historical research and analysis to document, in an exhibit, report, or website, the historic association and significance of the Citizens Warehouse/Lysle Storage Company building. The documentation shall include a discussion of who lived and worked in the building and its role in the early settlement history of the Arts District. A description of the construction history of the complex from 1888 until the present time shall also be included in the documentation. Copies of the report or exhibit shall be provided to the City of Los Angeles Public Library for public education purposes. The documentation shall be completed prior to commencement of any Project construction activities that could adversely affect the Citizens Warehouse/Lysle Storage Company building.</p> <p>CR-3 Metro shall prepare and implement a plan to retain and stabilize approximately 20,000 square feet of the extant portion of the Citizens Warehouse/Lysle Storage Company building along Center Street (10,000 sf per story), including the former location of the Art Dock, for potential future reuse. Stabilization of the remaining portions of the buildings shall be designed and conducted in a manner consistent with the applicable SOI</p>	Significant

Environmental Resource	Project Impact without Mitigation	Mitigation Measures	Project Impact After Mitigation
Cultural Resources	Significant	<p>Standards. The plan shall be prepared prior to commencement of any Project construction activities that could adversely affect the Citizens Warehouse/Lysle Storage Company building.</p> <p>CR-4 Metro shall prepare a report that documents, in-depth, the history and context of ice making and cold storage facilities in Los Angeles and the role played by National Ice and Cold Storage during its most significant years. Copies of the report shall be provided to the City of Los Angeles Public Library for public education purposes. The report shall be prepared prior to any demolition activities that would affect the National Ice and Cold Storage facility.</p> <p>CR-5 A qualified archaeologist who meets the standards of the Secretary of the Interior for Archaeology (Project Archaeologist) shall be retained to provide and supervise archaeological monitoring of all project-related, ground-disturbing construction activities (e.g., boring, grading, excavation, drilling, trenching) that occur after existing pavement and buildings are removed. A Cultural Resources Monitoring and Mitigation Plan (CRMMP) shall be developed prior to the start of ground-disturbing activities outlining qualifications and roles of the Project Archaeologist and archaeological monitor, monitoring procedures, reporting requirements, and procedures to follow if cultural resources are encountered during construction.</p> <p>The Project Archaeologist shall prepare monthly cultural resources monitoring progress reports to be filed with Metro. In the event that cultural resources are exposed during construction, the archaeological monitor shall temporarily halt construction within 50 feet (15 meters) of the discovery (if safe) while the potential resource is evaluated for significance (i.e., eligible for listing in the CRHR per PRC Section 5024.1 (c), or in a local register of historical resources as defined in PRC Section 5020.1 (k)). Construction activities could continue in other areas that are a distance of at least 50 feet from the discovered resource. If the discovery proves to be significant, representatives of Metro and the Project Archaeologist shall meet to determine the appropriate avoidance or minimization measures. In considering suggested mitigation, Metro shall determine whether avoidance and preservation in place is feasible in light of such factors as the nature of the find, the Proposed Project design, costs, and other considerations. Under CEQA Guidelines Section 15126.6(b)(3), preservation in place is the preferred method of mitigation and, if feasible, shall be adopted to mitigate impacts to</p>	Significant

Environmental Resource	Project Impact without Mitigation	Mitigation Measures	Project Impact After Mitigation
Cultural Resources	Significant	<p>historical resources of an archaeological nature unless the lead agency determines that another form of mitigation is available and provides superior mitigation of the impacts. If avoidance and preservation in place is infeasible, other appropriate measures, such as data recovery excavation, shall be instituted. If data recovery is deemed appropriate, a Treatment or Data Recovery Plan (Plan) outlining the field and laboratory methods to be used shall be prepared by the Project Archaeologist in accordance with CEQA Guidelines Section 15064.5 (f) and approved by Metro prior to initiation of data recovery work. The Plan shall specify the appropriate treatment and/or curation of collected materials.</p> <p>CR-6 A qualified paleontological monitor shall be retained to monitor project-related excavation activities on a full-time basis in previously undisturbed Pleistocene deposits, if encountered. Project-related excavation activities of less than ten feet in depth shall be monitored on a part-time basis to ensure that underlying paleontologically sensitive sediments are not being affected. In addition, the monitor shall ensure the proper differentiation between paleontological and archaeological resources.</p> <p>CR-7 A Paleontological Monitoring and Mitigation Plan (PMMP) shall be developed by a qualified professional paleontologist prior to the start of ground disturbing activities. A qualified professional paleontologist shall be retained to supervise the monitoring of construction. Paleontological resource monitoring shall include inspection of exposed geologic units during active excavations within sensitive geologic sediments, as defined by the PMMP and as needed. The monitor shall have authority to temporarily divert grading away from exposed fossils in order to efficiently recover the fossil specimens and collect associated data. The qualified paleontologist shall prepare monthly progress reports to be filed with Metro. At each fossil locality, field data forms shall be used to record pertinent geologic data, stratigraphic sections shall be measured, and appropriate sediment samples shall be collected and submitted for analysis. Matrix sampling shall be conducted to test for the presence of microfossils.</p> <p>CR-8 Recovered fossils shall be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility. The most likely repository would be the Natural History Museum of Los Angeles County.</p>	Significant

Environmental Resource	Project Impact without Mitigation	Mitigation Measures	Project Impact After Mitigation
Cultural Resources	Significant	<p>CR-9 In the event that human remains, as defined above, are encountered at the Project Site, procedures specified in the Health and Safety Code Section 7050.5, Public Resources Code Section 5097.98, and the California Code of Regulations Section 15064.5 (e) shall be followed. In this event, all work within 100 feet (30 meters) of the burial shall cease, and any necessary steps to ensure the integrity of the immediate area shall be taken. This shall include establishment of a temporary Environmentally Sensitive Area (ESA) marked with stakes and flagging tape around the find and 100-foot buffer. The Los Angeles County Coroner shall be immediately notified. The Coroner must then determine whether the remains are Native American. Work shall continue to be diverted while the Coroner determines whether the remains are Native American. Should the Coroner determine that the remains are Native American, the Coroner has 24 hours to notify the NAHC, who shall in turn, notify the person they identify as the most likely descendent (MLD) of any human remains. Further actions shall be determined in consultation with the MLD. The MLD has 24 hours following notification from the NAHC to make recommendations regarding the disposition of the remains of the discovery. If requested by the MLD, measures shall be taken to the extent feasible to preserve and protect the remains in situ. If preservation in place is not feasible in light of such factors as the nature of the find, the Proposed Project design, costs, and other considerations, the appropriate treatment, reburial, or repatriation of the remains shall be determined in consultation with the MLD. If the MLD does not make recommendations within 24 hours, Metro shall, with appropriate dignity, re-inter the remains in an area of the property secure from further disturbance. Alternatively, if Metro does not accept the MLD's recommendations, Metro or the MLD may request mediation by the NAHC. The location of the remains shall be kept confidential and secured from disturbances and looting until the appropriate treatment has been identified and implemented. No information regarding the discovery of human remains shall be publicized.</p>	Significant
Energy	Less than Significant	None	Less than Significant
Greenhouse Gas Emissions	Less than Significant	None	Less than Significant
Hazards and Hazardous Materials	Less than Significant	None	Less than Significant

Environmental Resource	Project Impact without Mitigation	Mitigation Measures	Project Impact After Mitigation
Noise and Vibration	Significant	<p>NV-1 The Contractor shall submit a Noise Control and Monitoring Plan to Metro that is prepared, stamped, and administered by the Contractor's Acoustical Engineer. This plan shall state that:</p> <ul style="list-style-type: none"> • Equipment shall include enclosed engines, acoustically attenuating shields, and/or high-performance mufflers; • Equipment and staging areas shall be located away from noise-sensitive receivers; • Equipment shall not idle when not in use; • Temporary noise barriers and/or noise control curtains shall be installed; • Construction-related truck traffic shall be routed away from local residential streets and/or sensitive receivers; • Impact pile driving shall be prohibited. • The use of impact devices such as jackhammers and hoe rams shall be minimized, using concrete crushers and pavement saws instead; • The Noise Control and Monitoring Plan shall include a site drawing, an inventory of equipment, calculations of the one-hour L_n noise levels at sensitive receptors (i.e., OSF), and compliance with FTA noise criteria. An updated Noise Control and Monitoring Plan shall be completed and submitted within ten days of the start of each quarterly period, or whenever there is a major change in work schedule, construction methods, or equipment operations. <p>NV-2 Metro shall install low-impact frogs at locations with special trackwork. This applies to the OSF-adjacent storage yard and yard tracks within a 200-foot radius of the northern portion of the northern OSF building. This also applies to existing yard tracks leading to the Maintenance Facility, as well as new yard tracks within a 200-foot radius of the northern portion of the southern OSF building.</p>	Significant

Environmental Resource	Project Impact without Mitigation	Mitigation Measures	Project Impact After Mitigation
Noise and Vibration	Significant	<p>NV-3 The Contractor shall submit a Vibration Monitoring Plan to Metro that is prepared, stamped, and administered by the Contractor's Acoustical Engineer. This plan shall include:</p> <ul style="list-style-type: none"> • A survey of OSF building foundations with photographs of existing conditions limited to buildings within 25 feet of high-vibration-generating construction activities. Another survey shall be completed at the end of construction activities to assess potential damage. Damaged structures shall be returned to the preconstruction state by the Contractor. • A requirement to monitor vibration at any building where vibratory rollers or similar high-vibration-generating equipment would be operated within 25 feet of buildings and at any location where complaints about vibration are received from building occupants. Construction activities shall be stopped and alternative methods introduced if vibration levels exceed 0.2 inches per second at OSF. Examples of high-vibration construction activities include the use of vibratory compaction or hoe rams next to sensitive buildings. Alternative procedures include use of non-vibratory compaction in limited areas and a concrete saw in place of a hoe ram to break up pavement. • Nighttime construction activities near OSF shall not include equipment operations within the minimum distances shown in Table 3.7.9. 	Significant
Tribal Cultural Resources	Significant	<p>TCR-1 Because of the potential for tribal cultural resources, a Native American monitor shall be retained to monitor all project-related, ground-disturbing construction activities (e.g., boring, grading, excavation, drilling, trenching) that occur after existing pavement and buildings are removed. The appropriate Native American monitor shall be selected based on ongoing consultation under AB 52 and shall be identified in the Cultural Resources Monitoring and Mitigation Plan (CRMMP), as described in Mitigation Measure CR-1. Monitoring procedures and the role and responsibilities of the Native American monitor shall be outlined in the project CRMMP. In the event the Native American monitor identifies cultural or archeological resources, the monitor shall be given the authority to temporarily halt construction (if safe) within 50 feet (15 meters) of the discovery to investigate the find and contact the Project Archaeologist and Metro. The Native American monitor and consulting tribe(s) shall be provided an opportunity to participate in the documentation and evaluation of the find. If a Treatment Plan or Data Recovery Plan is prepared, the consulting tribe(s) shall be provided an opportunity to review and provide input on the Plan.</p>	Less than Significant

Environmental Resource	Project Impact without Mitigation	Mitigation Measures	Project Impact After Mitigation
CHAPTER 4 OTHER ENVIRONMENTAL CONSIDERATIONS			
Agriculture and Forestry Resources	No Impact	None	No Impact
Biological Resources	No Impact	None	No Impact
Geology and Soils	No Impact	None	No Impact
Hydrology and Water Quality	No Impact	None	No Impact
Land Use and Planning	No Impact	None	No Impact
Mineral Resources	No Impact	None	No Impact
Population and Housing	No Impact	None	No Impact
Public Services	No Impact	None	No Impact
Recreation	No Impact	None	No Impact
Transportation and Traffic	No Impact	None	No Impact
Utilities and Service Systems	No Impact	None	No Impact

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

1. INTRODUCTION

This chapter provides an overview of the purpose of this Draft Environmental Impact Report (EIR) for the Division 20 Portal Widening/Turnback Facility Project (Proposed Project), a discussion of the environmental review process, and a description of the organization of this Draft EIR.

The Proposed Project includes widening of the portal for the Los Angeles County Metropolitan Transportation Authority (Metro) Red and Purple Lines, construction of new storage tracks, and the provision of a new turnback facility. Specifically, the Proposed Project components include:

- Widening the tunnel portal that currently connects the Metro Red and Purple Lines to the Rail Yard, including construction of a new ventilation shaft building;
- Constructing new storage tracks;
- Reconfiguring existing tracks and access roads to accommodate a turnback facility;
- Installing a new traction power substation (TPSS) and emergency backup power generator;
- Expanding the Rail Yard westward, into areas currently occupied by the Citizens Warehouse/Lysle Storage Company building (site of former James K. Hill & Sons Pickle Works Building), the Los Angeles Police Department's (LAPD) Viertel's Central Division Police Garage, and the National Cold Storage facility (also known as National Ice and Cold Storage facility);
- Repurposing an existing building at 100-120 North Santa Fe Avenue for Maintenance of Way (MOW) activities;
- Modifying the 1st Street Bridge piers and superstructure; and
- Vacating portions of three City streets (i.e., Jackson, Banning, and Ducommun Streets east of Center Street).

A detailed description of the Proposed Project is included in Chapter 2.

1.1. PURPOSE OF THIS DRAFT ENVIRONMENTAL IMPACT REPORT

Metro has prepared this Draft EIR for the following purposes:

- To satisfy the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Section 21000, et seq.) and the CEQA Guidelines (California Code of Regulations [CCR], Title 14, Chapter 3, Section 15000, et seq.).
- To inform public agency decision makers and the public of the significant environmental effects of the Proposed Project, as well as possible ways to minimize those significant effects, and reasonable alternatives to the Proposed Project that would avoid or minimize those significant effects.

- To enable Metro to consider environmental consequences when deciding whether to approve the Proposed Project.

Metro serves as the “lead agency” for the Proposed Project in accordance with Sections 15051 and 15367 of the CEQA Guidelines, which define the lead agency as the public agency that has the principal responsibility for executing or approving a project.

As described in CEQA and the CEQA Guidelines, lead agencies are charged with the duty to avoid or substantially lessen significant environmental impacts of a project, where feasible. In discharging this duty, a lead agency has an obligation to balance the economic, social, technological, legal, and other benefits of a project against its significant unavoidable impacts on the environment. This Draft EIR is an informational document, designed to identify the potentially significant impacts of the Proposed Project on the environment; to indicate the manner in which those significant impacts can be minimized; to identify reasonable and potentially feasible alternatives to the Proposed Project that would avoid or reduce the significant impacts; and to identify any significant unavoidable adverse impacts that cannot be mitigated. Known areas of controversy associated with the Draft EIR include street closures, construction equipment staging areas, truck haul routes, potential impacts to historic resources, construction and operational noise levels, construction-related air quality pollutant emissions, and aesthetics along Center Street.

This Draft EIR was prepared in accordance with Section 15151 of the CEQA Guidelines, which defines the standards for EIR adequacy as follows:

“An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.”

1.2. ENVIRONMENTAL REVIEW PROCESS

In compliance with the CEQA Guidelines Section 15082, a Notice of Preparation (NOP) was prepared and distributed on October 18, 2017 to the State Clearinghouse, various other public agencies, and the general public for the required 30-day review and comment period. Additionally, scoping meetings were held on October 25, 2017 at Art Share L.A., 801 East 4th Place, Los Angeles, CA 90013, from 6:00 p.m. to 8:00 p.m. and November 8, 2017 at the Japanese American Cultural and Community Center, 244 South San Pedro Street, Los Angeles, CA 90012 from 3:00 p.m. to 5:00 p.m. to facilitate public review and comment on the Proposed Project and the Draft EIR. A revised NOP was circulated for another 30-day review period from January 3, 2018, to February 2, 2018 due to a revision of the project description (i.e., the addition of 100-120 North Santa Fe Avenue for maintenance activities). The NOP

and Scoping Report, including the NOP comment letters received by Metro, are contained in Appendix A of this Draft EIR. The baseline condition and existing setting for the Draft EIR are those at the NOP date.

In accordance with the CEQA Guidelines, this Draft EIR includes detailed analyses of the following environmental topics:

- Aesthetics
- Air Quality
- Cultural Resources
- Energy Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Noise and Vibration
- Tribal Cultural Resources

In addition, the following environmental topics below are comprehensively addressed in Section 4.1 Effects Determined Not To Be Significant of this Draft EIR, in accordance with Appendix G of the CEQA Guidelines.

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

This Draft EIR was prepared under the direction and supervision of Metro and reflects the independent judgment of Metro. During the 45-day public review and comment period, public agencies, organizations and individuals may submit written comments concerning the adequacy of the document by email or U.S. mail to:

Cris B. Liban, D.Env., P.E.
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-16-9
Los Angeles, CA 90012
Email: LibanE@metro.net

Metro will conduct a public hearing to take testimony on the Draft EIR during the 45-day public review and comment period. After the public review and comment period, written responses to all written comments and oral testimony pertaining to environmental issues received during the comment period will be prepared as part of the Final EIR. As required by CEQA, responses to comments submitted by commenting agencies will be distributed to those agencies for review prior to consideration of the Final EIR by Metro's Board of Directors. Upon the completion of the Final EIR and other required documentation, the Board of Directors may adopt the findings relative to the Proposed Project's environmental effects after implementation of mitigation measures and provide a statement of overriding considerations, certify the Final EIR, and approve the Proposed Project.

1.3. EIR ORGANIZATION

This Draft EIR is comprised of the following chapters:

Executive Summary. This chapter provides a summary of the project description, the public outreach information, project background, environmental impacts, and mitigation measures.

1. **Introduction.** This chapter briefly discusses the purpose of the Draft EIR, identifies the environmental topics, describes the environmental review process and organization, and discusses the intended use of this Draft EIR.
2. **Project Description.** This chapter provides a detailed description of the Proposed Project, including project location and surrounding uses, project history, project objectives, project characteristics, and construction schedule and phasing.
3. **Environmental Impacts Analysis.** This chapter presents the environmental setting, project analyses, and if applicable, mitigation measures, and conclusions regarding the level of significance after mitigation for each environmental impact issue that was determined to have the potential to cause a significant impact.
 - 3.1 Aesthetics
 - 3.2 Air Quality
 - 3.3 Cultural Resources
 - 3.4 Energy Resources
 - 3.5 Greenhouse Gas Emissions
 - 3.6 Hazards and Hazardous Materials
 - 3.7 Noise and Vibration
 - 3.8 Tribal Cultural Resources
4. **Other Environmental Considerations.** This chapter includes possible effects of the Proposed Project that were determined not to be significant; a discussion of significant unavoidable impacts that would result from the Proposed Project; an analysis of the significant irreversible changes in the environment; analysis of the Proposed Project's

potential growth-inducing impacts, related to economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding area; and anticipated permits and approvals.

5. **Cumulative Impacts.** This chapter presents CEQA requirements for cumulative impact analysis and analyzes the potential for the Proposed Project to have significant cumulative effects when combined with other past, present, and “reasonably foreseeable” probable future projects.
6. **Alternatives.** This chapter provides an analysis of a range of reasonable alternatives to the Proposed Project, including the No Project Alternative required by CEQA.
7. **Public Participation and Outreach.** This chapter presents public engagement and community outreach that occurred throughout the environmental process.
8. **Organizations and Persons Consulted.** This chapter lists the organizations and persons with whom Metro consulted during the Draft EIR process.
9. **List of Preparers.** This chapter lists the persons who contributed to the preparation of this Draft EIR.
10. **References.** This chapter lists all the references and sources used in the preparation of this Draft EIR.

2. PROJECT DESCRIPTION

This chapter presents the Proposed Project location and surrounding uses, project history, project description, and the estimated construction schedule and phasing. Briefly, the Proposed Project includes a widening of the existing portal for the Metro Red and Purple Lines Maintenance Yard (Division 20 Rail Yard), development of a high-capacity turnback facility, an increase of train storage capacity, and a reconfiguration of existing internal tracks and access roads.

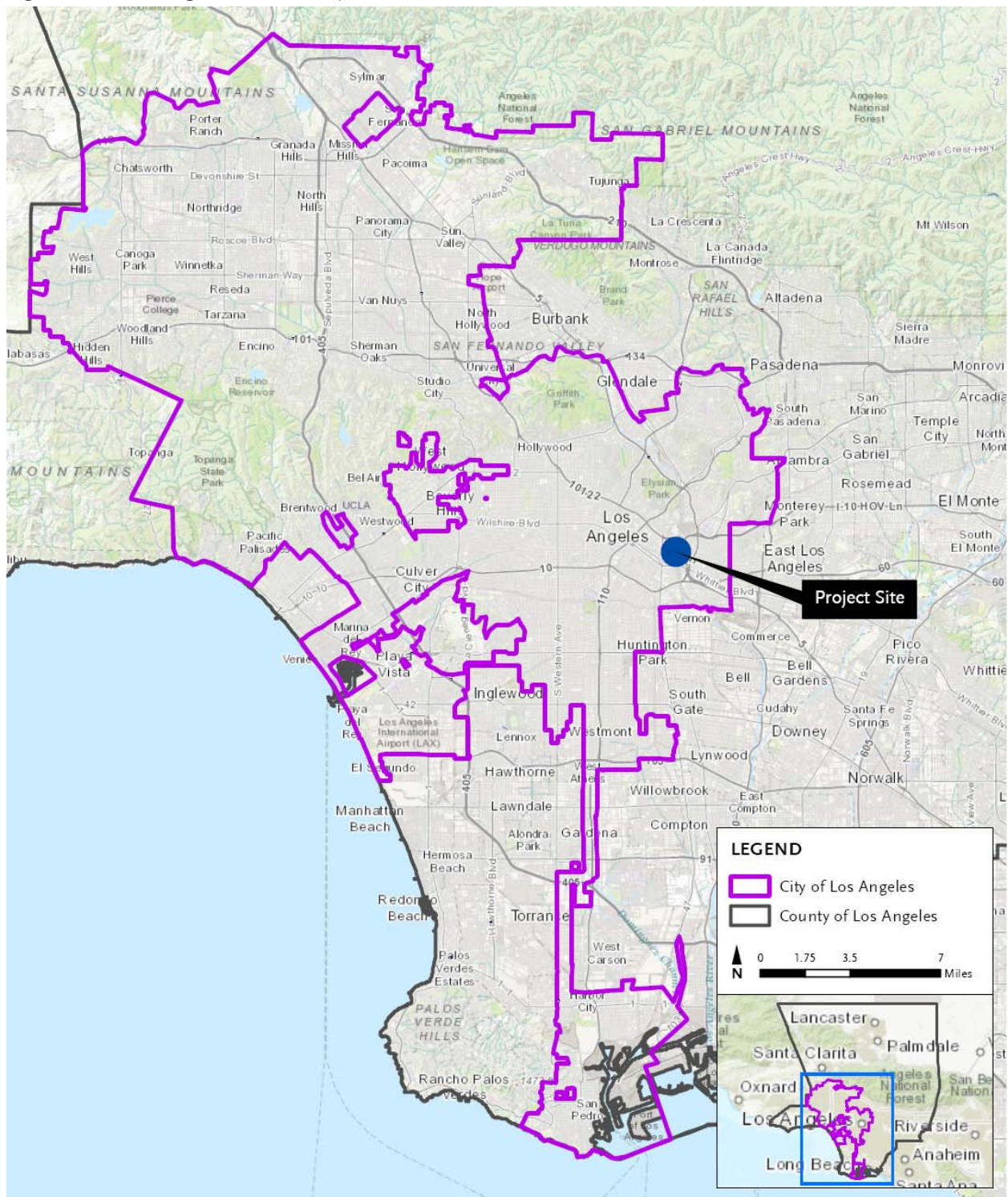
The improvements to the Division 20 Rail Yard will provide core capacity improvements to accommodate increased service levels previously approved for the Metro Red and Purple Lines and allow trains to provide faster service times at Union Station. Collectively, the Metro Red and Purple Lines carry over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

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

2.1. LOCATION AND SURROUNDING USES

The Project Site is regionally located in the northeast edge of downtown Los Angeles, in Los Angeles County, as shown in Figure 2.1. More specifically, it is within the Community Plan Area of Los Angeles known as Central City North. The Division 20 Rail Yard is an approximately 45-acre site that supports the Metro Red and Purple Lines’ train storage and maintenance facilities. It is generally bounded by the Los Angeles River to the east, Santa Fe Avenue to the southwest, Ducommun Street to the north, and the 6th Street Bridge to the south. The footprint of the Proposed Project, including expansion of the existing boundaries on the portion north of the 1st Street Bridge westward towards Santa Fe Avenue and north towards Commercial Street, are shown in Figure 2.2. The western boundary of the Project Site includes commercial/industrial properties along Santa Fe Avenue, as well as the One Santa Fe (OSF) mixed-use complex immediately south of the 1st Street Bridge. Immediately to the south and southwest of the Project Site is the Arts District, which is comprised of residential, industrial, and commercial uses, and art galleries and exhibition warehouse spaces. Land uses to the north include commercial/industrial buildings, and the Los Angeles River is located to the east beyond freight rail tracks.

Figure 2.1 Regional and Project Site Location



Source: Terry A. Hayes Associates Inc., 2017.

The Proposed Project requires the expansion of the Division 20 Rail Yard to the west. The properties that would be affected by this expansion include the vacant Citizens Warehouse/Lysle Storage Company building, the LAPD Viertel's Central Division Police Garage, and a commercial building located at 100-120 North Santa Fe Avenue. Table 2.1 shows the Assessor Parcel Numbers (APN), addresses, and parcel sizes of these properties.

Table 2.1. Affected Properties Not Owned by Metro

Current Use	Assessor Parcel Numbers /a/	Street Addresses /a/	Parcel Size (Square Feet) /a/
Citizens Warehouse/Lysle Storage Company Building	5173-023-903	<ul style="list-style-type: none"> • 1001 East 1st Street • 110 North Center Street • 112 North Center Street 	31,402.7
LAPD Viertel's Central Division Police Garage	5173-020-010	<ul style="list-style-type: none"> • 500 North Center Street • 811 East Ducommun Street 	28,773.7
Commercial Building (a.k.a. "100-120 North Santa Fe Avenue")	5173-013-016	<ul style="list-style-type: none"> • 100 North Santa Fe Avenue • 120 North Santa Fe Avenue • 746 East. Banning Street • 949 East 1st Street 	22,650.9

/a/ City of Los Angeles Department of City Planning, *Zoning Information and Map Access System (ZIMAS)*, <http://zimas.lacity.org>, accessed January 3, 2018.

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

The Proposed Project would also expand the Division 20 Rail Yard into areas currently occupied by the National Cold Storage facility, which is vacant and has been acquired by Metro. The Proposed Project would also require the vacation of portions of three City streets (i.e., Jackson, Banning, and Ducommun Streets east of Center Street).

The Project Site is located within PF (Public Facilities) and M-3 (Heavy Industrial) zones. Additionally, the Project Site is located within the River Improvement Overlay (RIO) District and the East Los Angeles Enterprise Zone (EZ). The area surrounding the Project Site is zoned M-3 and C-2 (Commercial).

2.2. PROJECT HISTORY

In order to accommodate increased service levels on the Metro Red and Purple Lines, Metro is planning critical facility improvements including the widening of the heavy rail tunnel portal south of the US-101 freeway and the introduction of a turnback facility in the Division 20 Rail Yard. With these improvements, new tracks and switches would allow trains to turn around more quickly at Union Station. Non-revenue Metro Red and Purple Line trains currently proceed underground south of Union Station and emerge at-grade through the portal just south of the US-101 freeway before entering a complex set of switches in the main Rail Yard.

On March 23, 2017, an Initial Study/Mitigated Negative Declaration (IS/MND) was adopted by the Metro Board of Directors for the former Red/Purple Line Core Capacity Improvements Project. Since that date, the design team has been looking at various refinements to maximize flexibility in the operations of the Division 20 Rail Yard, including the addition of storage tracks. These refinements require additional environmental analysis in the context of an EIR to address potentially significant impacts.

2.3. PROJECT DESCRIPTION

2.3.1. PROJECT OBJECTIVES

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

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

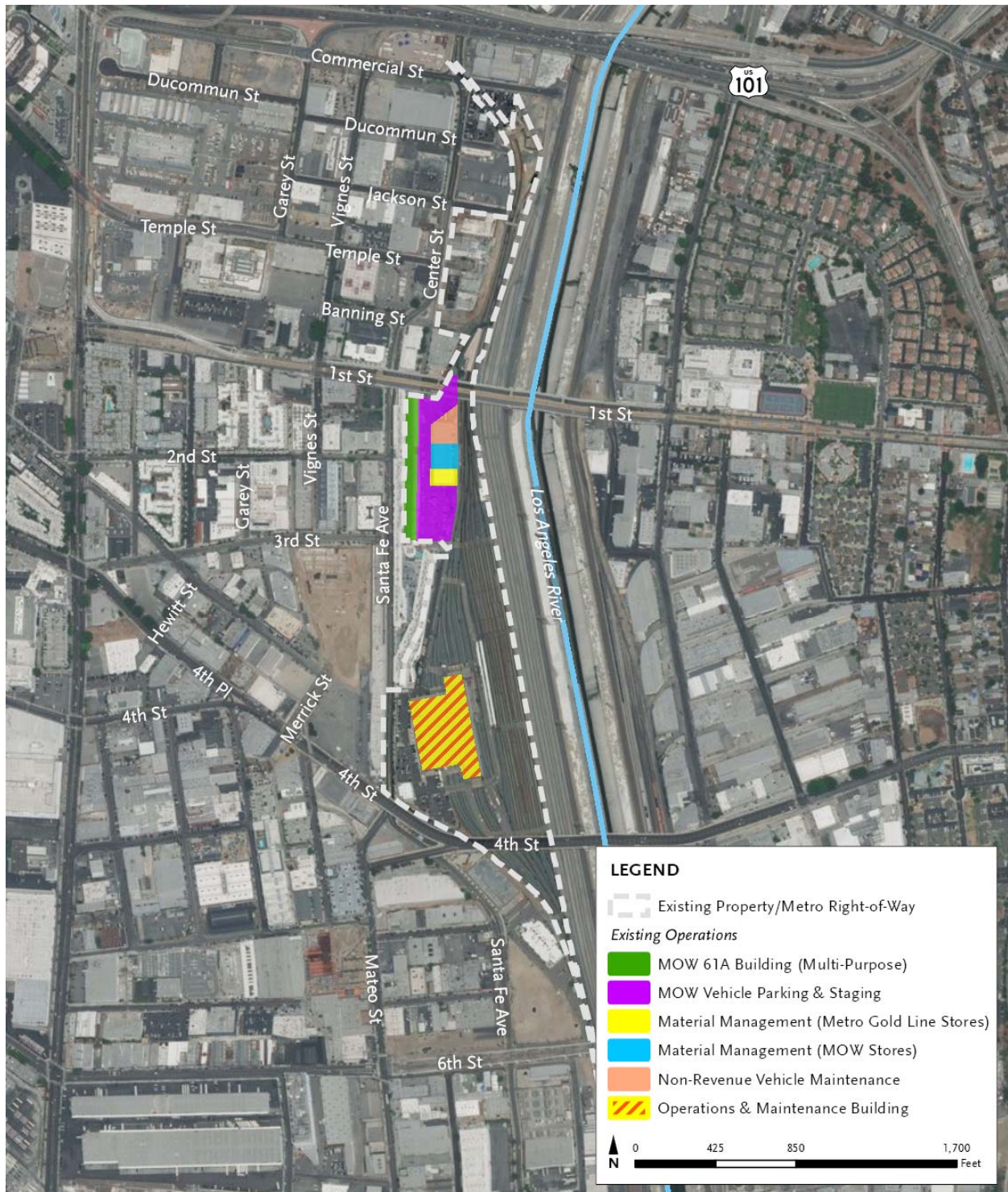
Objective #2: Provide new tracks and switches that will allow trains to provide faster service times at Union Station.

2.3.2. EXISTING OPERATIONS

The Division 20 Rail Yard currently supports a fleet of 104 heavy rail vehicles. Current activity includes 19 pull-outs and 21 pull-ins on weekdays and 10 pull-outs and 10 pull-ins on weekend days and holidays. There are up to 150 logistical movements performed within the yard and shops daily (roughly six per hour), although most days have less activity. MOW activities occur at various locations in the Rail Yard and will also occur at a new building (MOW Location 64) that is being constructed adjacent to the 6th Street Bridge. There are currently no turnback movements within the Division 20 Rail Yard. Metro Red and Purple Line trains turn back at Union Station, reversing direction from eastbound to westbound. The current minimum headway that can be achieved at Union Station is approximately 7.5 minutes on each line (3.75 minutes between Union Station and the Wilshire/Vermont Station, where the Metro Red and Purple Lines diverge).

The area adjacent to OSF that is proposed to be used for storage tracks is currently used by the MOW Department for motor vehicle traffic, including trucks moving into and out of the area on 24-hour basis seven days per week. The non-revenue vehicle repair shop is also located in this area, as well as a storage building for the Material Management Department. Approximately 25 trains move in or out of the building daily (roughly one per hour). Employee parking for vehicle maintenance and transportation staff is located along the southwestern portion of the Project Site. The Material Management Department maintains an additional storage building just south of the parking lot. The Transportation Department offices, training, and Yard Control are located at this building. Figure 2.2 shows the locations of existing operations.

Figure 2.2 Existing Operations



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

Existing non-revenue train movements that occur between the Division 20 Rail Yard and the mainline are summarized in Table 2.2. Presently, there are no revenue train movements at the Division 20 Rail Yard.

Table 2.2. Existing Non-Revenue Train Moves between the Division 20 Rail Yard and Mainline

Time of Day	Monday - Thursday	Friday	Saturday	Sunday
3:00 a.m. - 6:00 a.m.	10	10	9	9
6:00 a.m. - 9:00 a.m.	2	2	0	0
9:00 a.m. - 11:00 a.m.	4	4	1	1
11:00 a.m. - 2:00 p.m.	0	0	0	0
2:00 p.m. - 3:00 p.m.	12	12	0	0
3:00 p.m. - 7:00 p.m.	0	0	0	0
7:00 p.m. - 10:00 p.m.	6	6	4	4
10:00 p.m. - 12:00 a.m.	0	0	0	0
12:00 a.m. - 2:00 a.m.	6	0	0	6
2:00 a.m. - 4:00 a.m.	0	6	6	0
Total	40	40	20	20

Source: Metro, 2018.

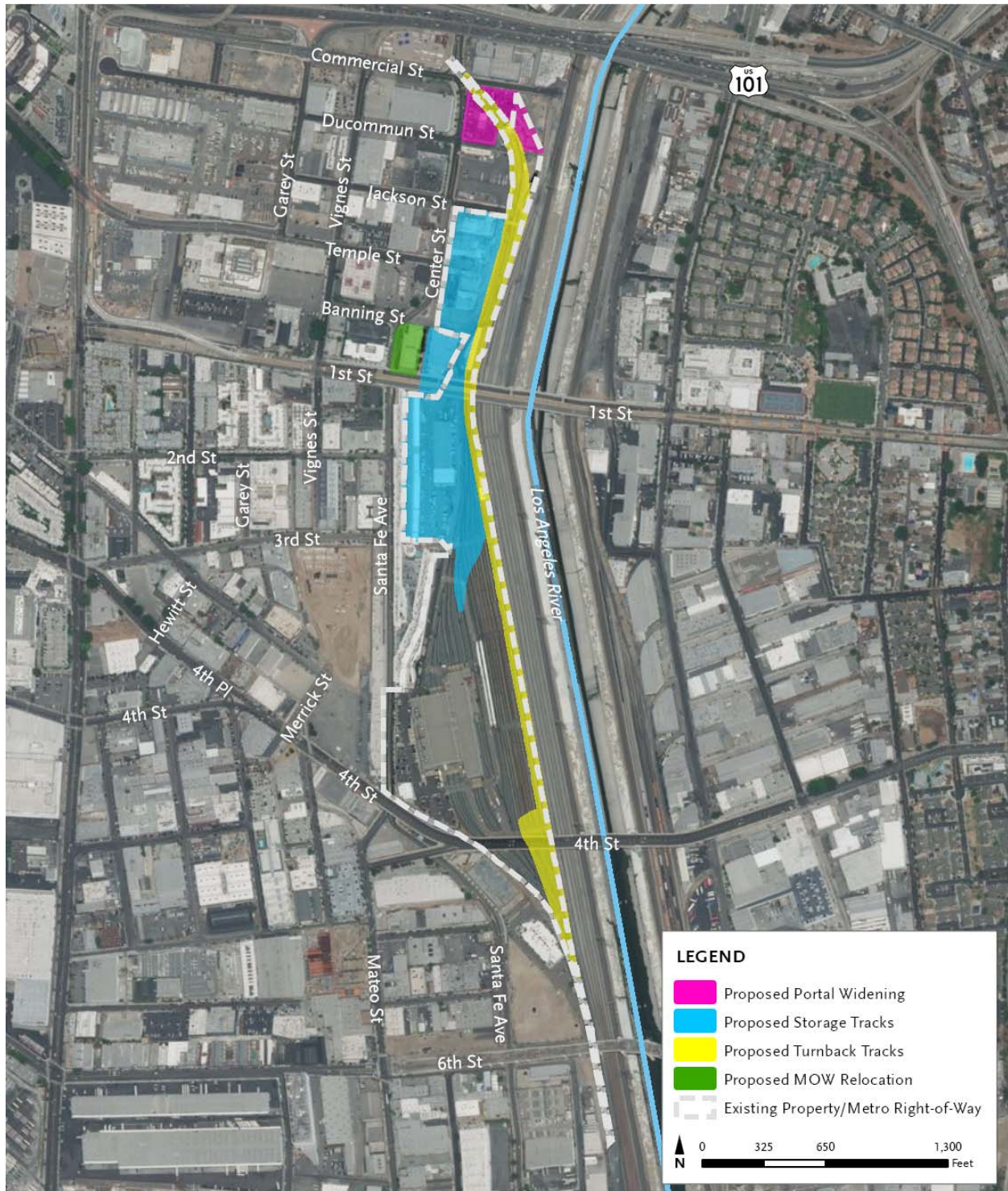
2.3.3. PROPOSED PROJECT

The Proposed Project includes the widening of the portal for the Metro Red and Purple Lines, the construction of new storage tracks, and the provision of a new turnback facility. Specifically, the Proposed Project components, shown in Figure 2.3, include:

- Widening the tunnel portal that currently connects the Metro Red and Purple Lines to the Rail Yard, including construction of a new ventilation shaft building;
- Constructing new storage tracks;
- Reconfiguring existing tracks and access roads to accommodate a turnback facility;
- Installing a new TPSS and emergency backup power generator;
- Expanding the Rail Yard west, into areas currently occupied by the Citizens Warehouse/Lysle Storage Company building, the LAPD Viertel's Central Division Police Garage, and the National Cold Storage facility;
- Repurposing an existing building at 100-120 North Santa Fe Avenue for MOW activities;
- Modifying the 1st Street Bridge piers and superstructure; and
- Vacating portions of three City streets (i.e., Jackson, Banning, and Ducommun Streets east of Center Street).

The successful implementation of these components would necessitate the demolition of the LAPD Viertel's Central Division Police Garage, the existing MOW Location 61A building, and the National Cold Storage facility, as well as the modification of the Citizens Warehouse/Lysle Storage Company building. Additionally, streetscape improvements and a physical safety perimeter would be installed for the integration of the Proposed Project into its surrounding urban environment.

Figure 2.3 Project Components



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

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

Figure 2.4 shows both the new Proposed Project's footprint and the former project's footprint as illustrated in the IS/MND site plan to demonstrate modifications to the project scope since March 23, 2017. Notable changes include the addition of storage tracks, the removal of the operator relief platforms that were originally planned, the relocation of some MOW activities to 100-120 North Santa Fe Avenue, and changes to the turnback track design.

2.3.3.1. Portal Widening

Heavy rail vehicles currently access the underground alignment to provide mainline revenue service through a portal at the north end of the Division 20 Rail Yard and south of the US-101 freeway. Heavy rail vehicles also return to the Division 20 Rail Yard in the same manner. The boundary between the mainline and the Division 20 Rail Yard is immediately adjacent to the portal. The tracks used to access the mainline are referenced as "yard leads."

There are presently two tracks linking the Division 20 Rail Yard to the mainline. The track alignment in the immediate vicinity includes both horizontal and vertical curves.

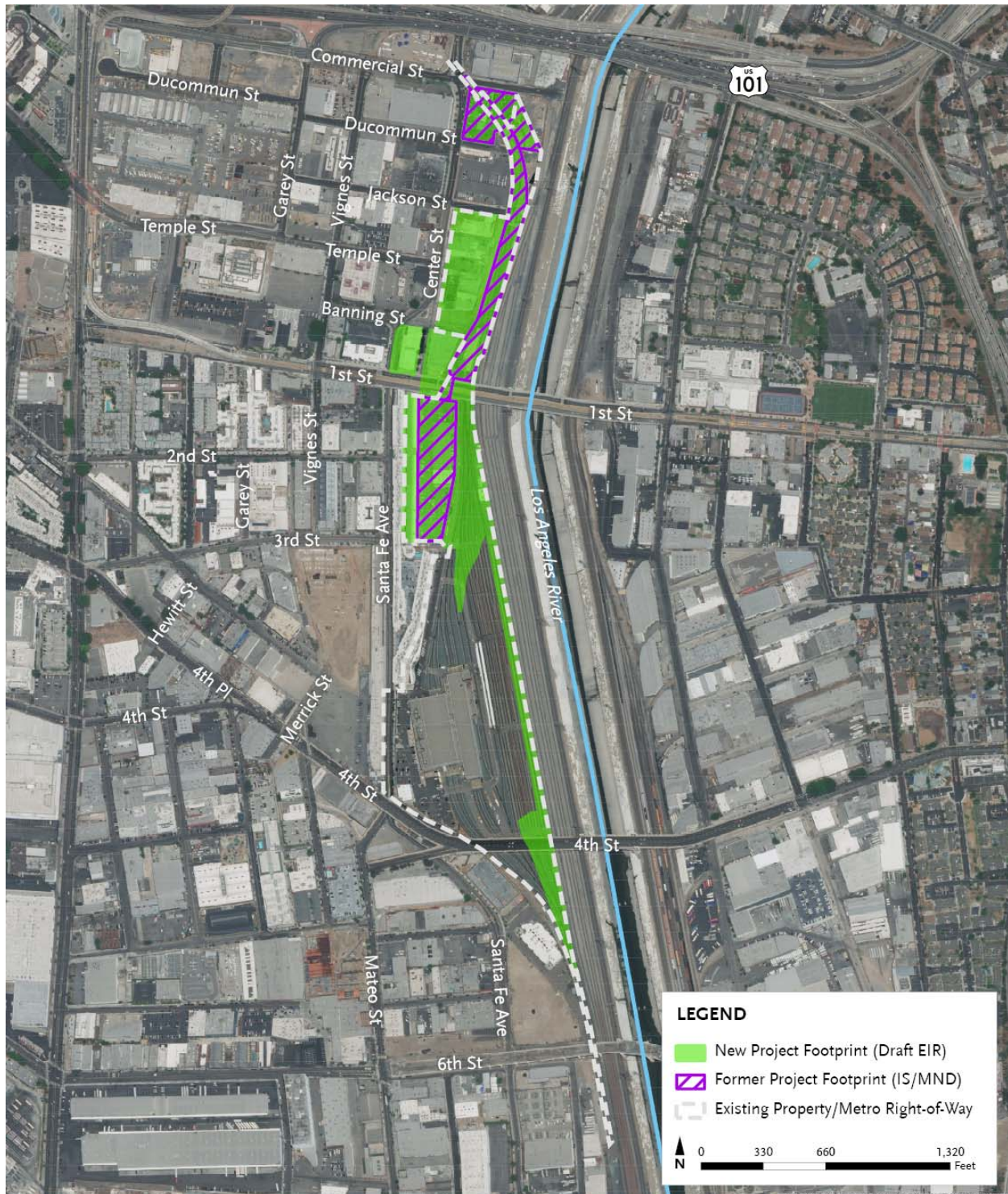
The widening of the portal would accommodate additional width to soften the radius of tracks to enable trains to move at 25 miles per hour and convert to non-revenue 'mainline status,' and provide additional space for special trackwork to relocate the yard leads from the Division 20 Rail Yard to the mainline.

The portal widening would require a new ventilation shaft building to be installed on the parcel currently occupied by LAPD Viertel's Central Division Police Garage. The ventilation shaft building would begin approximately 30 feet below grade and extend 13 feet above grade on the eastern end of Commercial Street. Its top would be capped with a cover slab and its sidewalls would be covered in a plastic waterproofing membrane. The building would house three fans that would only operate in the event of an emergency such as a fire. Metro is exploring several options regarding the aesthetic of the ventilation shaft building's exterior, although the design has not been finalized at this stage of the engineering process.

2.3.3.2. Storage Tracks

Construction of the turnback facility would remove existing storage tracks that serve 56 trains to accommodate fleet expansion and require new storage tracks in their place. The replacement storage tracks would be constructed south of the 1st Street Bridge on the west side of the Division 20 Rail Yard. These new storage tracks would displace the non-revenue vehicle repair shop and a storage building for the Material Management Department, which would both be relocated within the Division 20 Rail Yard. New storage tracks for additional rail cars would also be constructed north of the 1st Street Bridge, in an area owned by Metro, but currently outside of the existing Division 20 Rail Yard operations. Trains would be stored on these tracks daily. Most vehicle movements would occur on a regular basis late at night and in early morning hours. Some minor work involving the light cleaning or light duty repairs of interior spaces of vehicles may occur in the storage track area. Most of these activities would occur overnight when train service would not be in operation. However, these activities in the storage areas may occur occasionally in the daytime.

Figure 2.4 Modifications to Project Footprint since IS/MND



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

North of the 1st Street Bridge, construction of the storage tracks would require demolition of the National Cold Storage facility and a portion of the Citizens Warehouse/Lysle Storage Company building. South of the 1st Street Bridge, construction of the storage tracks would require the demolition of the existing MOW Location 61A building. It is anticipated that MOW activities and staff would be relocated to the 100-120 North Santa Fe Avenue MOW building and other adjacent Metro facilities, including the MOW Location 64 building that is currently under construction. Limited activities may also occur at other satellite maintenance facilities. The westernmost 1st Street Bridge piers and part of the superstructure would also need to be removed or modified to increase operational flexibility and access to the new storage tracks.

It is anticipated that the existing storage tracks east of OSF would still be used for early AM pull-outs because those tracks are directly aligned with the mainline. The new northern storage area would likely be used to temporarily store trains that are out of service. Forecasted non-revenue train movements are summarized in Table 2.3.

Table 2.3. Forecasted Non-Revenue Train Moves between the Division 20 Rail Yard and Mainline

Time of Day	Monday - Thursday	Friday	Saturday	Sunday
3:00 a.m. - 6:00 a.m.	40	40	12	12
6:00 a.m. - 9:00 a.m.	0	0	0	0
9:00 a.m. - 11:00 a.m.	24	24	2	2
11:00 a.m. - 2:00 p.m.	0	0	0	0
2:00 p.m. - 3:00 p.m.	24	24	0	0
3:00 p.m. - 7:00 p.m.	0	0	0	0
7:00 p.m. - 10:00 p.m.	28	28	4	4
10:00 p.m. - 12:00 a.m.	0	0	0	0
12:00 a.m. - 2:00 a.m.	12	6	4	12
2:00 a.m. - 4:00 a.m.	0	6	8	0
Total	128	128	30	30

Source: Metro, 2018.

2.3.3.3. Turnback Facility

The Proposed Project would reconfigure existing yard tracks and access roads to accommodate a turnback facility. All turnback tracks would be located along the east side of the existing Division 20 Rail Yard, which starts at the existing twin bore tunnels and continues south along the east side of the yard, traversing between the existing 1st Street Bridge bents and through the existing TPSS before connecting to the existing tail tracks just north of the 6th Street Bridge. A new TPSS and emergency power backup supply (a type of generator) would be constructed just south of the 1st Street Bridge in the area of the existing MOW Location 61A building that would be demolished. Refer to Figure 2.3 for the approximate location of the proposed turnback tracks. The proposed turnback tracks would have the capacity to support train movements every two minutes in each direction.

Table 2.4 shows that the capacity for operations would be approximately 210 round trips between Union Station and the turnback facility during weekday peak hours. This represents the maximum service levels for seven hours of peak-period service. Additional use of the turnback facility may occur at any time of day, including on weekends, pending demand-based service requirements for special events, preventative maintenance work or repair work occurring at Union Station, or service levels to support future passenger demand.

Table 2.4. Forecasted Scheduled Roundtrips to Turnback Facility

Time of Day	Monday - Thursday	Friday	Saturday	Sunday
3:00 a.m. - 6:00 a.m.	0	0	0	0
6:00 a.m. - 9:00 a.m.	90	90	0	0
9:00 a.m. - 11:00 a.m.	0	0	0	0
11:00 a.m. - 2:00 p.m.	0	0	0	0
2:00 p.m. - 3:00 p.m.	0	0	0	0
3:00 p.m. - 7:00 p.m.	120	120	0	0
7:00 p.m. - 10:00 p.m.	0	0	0	0
10:00 p.m. - 12:00 a.m.	0	0	0	0
12:00 a.m. - 2:00 a.m.	0	0	0	0
2:00 a.m. - 4:00 a.m.	0	0	0	0
Total	210	210	0	0

Source: Metro, 2018.

2.3.3.4. MOW Facility

Metro’s acquisition of the 100-120 North Santa Fe Avenue property would provide a new location for existing MOW functions that would be displaced by the new storage tracks. The existing building would be renovated and repurposed for use by Metro, and no major demolition or construction activities are planned at this location. The facility would primarily be used as office space for MOW employees. Minimal exterior space would be used for storage and staging.

2.3.3.5. Streetscape Improvements

In a coordinated effort to address previously gathered public input and create a cohesive street frontage along the east side of Center Street, the Proposed Project will soften the Project Site’s perimeter with a range of streetscape improvements including, but not limited to, landscape buffers, street trees, and street lighting along portions of the east side of Center Street. These landscaped buffers would be provided on Division 20 property and not along the public right-of-way. Such improvements would be similar in character to those to be provided along portions of the east side of Center Street by the Eastside Access at 1st & Central Project, which includes bike lanes, crosswalks, street trees, and street lighting, as well as those improvements to be provided by the Metro Emergency Security Operations Center (ESOC) Project, including landscape elements and street lighting.

2.3.3.6. Security and Site Access

The Proposed Project would include standard security measures such as restricted access, closed-circuit television security cameras monitored by Metro security staff, and a physical perimeter facing Center Street and Commercial Street. An emergency access road that would not be used on a regular basis would be constructed on the Project Site. Access would be provided from Center Street under the 1st Street Bridge and from where Jackson Street terminates at the Project Site. The existing Division 20 Rail Yard, including MOW functions that would be relocated, currently supports 513 employees. The existing surface parking lot directly west of the maintenance building between East 3rd Street and East 4th Street would not be removed by the Proposed Project. The Proposed Project would support approximately 620 total employees, taking into account the number of employees moving from the demolished MOW Location 61A building, and adequate parking would be available in the existing surface parking lot.

The physical perimeter along Center and Commercial Streets would prevent the public from freely accessing the Division 20 Rail Yard. The physical perimeter would not encroach onto public rights-of-way. Although its exact design has not been determined at this time, it would consist of a solid wall or steel fence between 8 and 12 feet tall built to standard Metro safety specifications.

2.4. CONSTRUCTION SCHEDULE AND PHASING

Construction activities would begin in early spring 2019 and finish in fall 2023. There would be seven general stages of activities plus testing and commissioning. The stages and general activities are detailed below.

- Stage 1 - General Demolition and Systems Relocation
- Stage 2 - Demolish the Existing Portal
- Stage 3 - Construct Walls Not in Conflict with Concrete Slabs
- Stage 4 - Close Alignment Left Tracks
- Stage 5 - Close Alignment Right Tracks
- Stage 6 - Construct Cutovers to New Tracks
- Stage 7 - Construct the South Storage Yard

Demolition would include removal of up to 306,875 square feet of existing buildings on and off the existing Division 20 Rail Yard, and rehabilitation of 22,651 square feet associated with the 100-120 North Santa Fe Avenue building. Construction activities would also include removal and modification of the 1st Street Bridge's piers and superstructure. Approximately 100,000 cubic yards of soil associated with the portal widening and the leveling of the Project Site in the area of expansion would be excavated and exported from the Project Site. Other activities would include installation of the new storage tracks, construction of the turnback tracks, and installation of a new TPSS and emergency backup power generator system.

Construction activity would require the relocation of utilities, including electrical ducts, a TPSS, duct banks, gas lines, fire hydrants, water lines, and sewer lines.

Construction laydown and staging areas would be located on the Project Site to eliminate on-street queuing that could interfere with existing traffic. The number of daily construction workers on the Project Site would vary throughout the construction period. Construction workers would be prohibited from parking on public streets and required by contract specifications to park on property owned by Metro.

3.1. AESTHETICS

This section is an assessment of the potential for the Proposed Project to create construction and/or operational aesthetic impacts. This assessment includes a summary of the regulatory framework, a description of the existing environment, as well as a discussion of anticipated impacts, recommended mitigation measures to address these impacts, and the level of significance with mitigation incorporated.

3.1.1. REGULATORY FRAMEWORK

3.1.1.1. Federal

Occupational Safety and Health Administration (OSHA)

In accordance with Section 107 of the Contract Work Hours and Safety Standards Act, OSHA's Safety and Health Regulations for Construction establish regulations to recognize, avoid, and prevent unsafe working conditions in construction areas. Among other safety areas of concern addressed in these regulations is the illumination of construction and storage areas. OSHA Standard 1926.56(a) requires that all construction areas, tunnels, shafts, and underground areas are lit to an illumination intensity of no less than five foot-candles.

3.1.1.2. State

California Department of Transportation (Caltrans) Scenic Highway Program

The purpose of California's Scenic Highway Program is to protect and enhance the natural scenic beauty of California's highways and their adjacent corridors through special conservation treatment. The Program was established through Senate Bill (SB) 1467 in 1963, which added Sections 260 through 263 to the Streets and Highways Code.

Caltrans defines a State scenic highway as any freeway, highway, road, or other public right-of-way that traverses an area of exceptional scenic quality. Designation criteria are based on how much of the natural landscape can be viewed from such a highway, the landscape's scenic quality, and the degree to which visual intrusions have occurred as a result of development.¹ Scenic corridors include those that are visible to travelers from within and outside of designated State scenic highway rights-of-way and are comprised of primarily scenic and natural features. Eligible highways become officially designated when a local governing body develops and adopts protection measures (e.g., ordinances, zoning, planning policies, etc.) for the area within the scenic corridor, and Caltrans reviews and approves the highway for official designation.²

Caltrans, *Scenic Highway Guidelines*, October 2008.
Ibid.

3.1.1.3. Local

City of Los Angeles General Plan

Pursuant to Section 65300 of the Government Code, local jurisdictions are required to prepare and adopt a comprehensive, long-term general plan to guide the development of any land within and outside the jurisdiction’s boundaries that bears relation to the planning of the jurisdiction. Per the Office of Planning and Research’s 2017 General Plan Guidelines, general plans should be presented as collections of topic areas known as “elements”. The City of Los Angeles’ General Plan, re-adopted in 2001, features aesthetics-related goals, objectives, and policies in the following elements:

- Framework Element
- Land Use Element (within the Central City North Community Plan)

The City’s Framework Element provides a long-range, comprehensive citywide view to guide each of the City’s 35 community plan to establish their growth and development policies.³ Among other topics, the Framework establishes Citywide planning goals, objectives, and policies regarding urban form and neighborhood design. The goals, objectives, and policies in this element that pertain to aesthetics are listed in Table 3.1.1.

Table 3.1.1 City of Los Angeles General Plan Aesthetics Goals, Objectives, and Policies

Goal/Objective/Policy	Goal/Objective/Policy Description
FRAMEWORK ELEMENT	
Goal 5A	A livable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and Citywide scales.
Objective 5.1	Translate the Framework Element’s intent with respect to Citywide urban form and neighborhood design to the community and neighborhood levels through locally prepared plans that build on each neighborhood’s attributes, emphasize quality of development, and provide or advocate “proactive” implementation programs.
Policy 5.1.1	Use the Community Plan Update process and related efforts to define the character of communities and neighborhoods at a finer grain than the Framework Element permits.
Objective 5.2	Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community or the region.
Policy 5.2.1	Designate centers and districts in locations where activity is already concentrated and/or where good transit service is, or will be provided.
Objective 5.5	Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.

City of Los Angeles, *General Plan Framework Element*, re-adopted August 8, 2001.

Table 3.1.1 City of Los Angeles General Plan Aesthetics Goals, Objectives, and Policies

Goal/Objective/Policy	Goal/Objective/Policy Description
Policy 5.5.3	Formulate and adopt building and site design standards and guidelines to raise the quality of design Citywide.
Policy 5.5.4	Determine the appropriate urban design elements at the neighborhood level, such as sidewalk width and materials, street lights and trees, bus shelters and benches, and other street furniture.
Policy 5.5.7	Promote the undergrounding of utilities throughout the City's neighborhoods, districts, and centers.
Objective 5.6	Conserve and reinforce the community character of neighborhoods and commercial districts not designated as growth areas.
Policy 5.6.1	Revise community plan designations as necessary to conserve the existing urban form and community character of areas not designated as centers, districts, or mixed-use boulevards.
Objective 5.7	Provide a transition between conservation neighborhoods and their centers.
Policy 5.7.1	Establish standards for transitions in building height and for on-site landscape buffers.
LAND USE ELEMENT (CENTRAL CITY NORTH COMMUNITY PLAN)	
Policy 3-1.3	Require that any proposed development be designed to enhance and be compatible with adjacent development.
Policy 17-1.1	Encourage the preservation, maintenance, enhancement, and reuse of existing buildings and the restoration of original façades.
Policy 17-2.1	Assist private owners of historic resources to maintain and/or enhance their properties in a manner that will preserve the integrity of such resources in the best possible condition.

Source: City of Los Angeles, 2000; City of Los Angeles, 2001.

The Central City North Community Plan of the City’s Land Use Element, adopted in 2000, provides a discussion of the general distribution, location, and intensity of land uses – including the “enjoyment of scenic beauty” – within the Central City North Community Plan Area (CPA).⁴ The goals, objectives, and policies that pertain to aesthetics are listed in Table 3.1.1.

City of Los Angeles River Improvement Overlay (RIO) District

Established by Ordinance No. 183145 in 2014, the City’s RIO District is regulated by a set of development standards intended to increase awareness and access to the Los Angeles River, as well as improve the aesthetic quality of the Los Angeles River and its surroundings.⁵ The development regulations for the RIO District that pertain to aesthetics are listed in Table 3.1.2.

City of Los Angeles, *Central City North Community Plan*, December 15, 2000.
City of Los Angeles Urban Design Studio, *River Design Guidelines*, 2014.

**Table 3.1.2 City of Los Angeles RIO District Aesthetic Development Regulations
 (Ordinance No. 183145)**

Development Regulation	Description
<p>Regulation F2 (Screening/Fencing)</p>	<p>a. Loading areas and off-street parking facilities of three spaces or more, either on a surface lot or in a structure, shall be screened from the abutting public right-of-way and the River. However, such screening shall not obstruct the view of a driver entering or leaving the loading area or parking facility, or the view from the street of entrances and exits to a loading area or parking facility, and shall consist of one or a combination of the following:</p> <ul style="list-style-type: none"> i. A strip at least 5 feet in width of densely planted shrubs or trees which are at least 2 feet high at the time of planting and are of a type that may be expected to form, within three years after time of planting, a continuous, unbroken, year-round visual screen; or ii. A wall, barrier or fence of uniform appearance. Such wall, barrier or fence may be opaque or perforated, provided that not more than 50 percent of the face is open. The wall, barrier or fence shall, when located in either the rear or side yards, be at least 4 feet and not more than 6 feet in height. <p>b. Electrical transformers, mechanical equipment, water meters and other equipment shall be screened from public view. The screening may be opaque or perforated, provided that not more than 50 percent of the face is open. The screen shall be at least 6 inches taller than the equipment and not more than 2 feet taller than the equipment.</p> <p>c. Exterior trash enclosures shall:</p> <ul style="list-style-type: none"> i. be designed to complement the primary building with a wall height that exceeds the disposal unit it is designed to contain by at least 18 inches; ii. have a solid roof to deter birds and block views from adjacent properties; iii. have solid metal doors that accommodate a lock and remain closed when not in use; and iv. not be constructed of chain link or wood. <p>d. With the exception of single-family homes, all projects facing a street that crosses the river or terminates at the river or a river frontage road shall have all fences within the front or side yards visible from said street consistent with the fence designs identified in the Los Angeles County River Master Plan Landscape Guidelines.</p>
<p>Regulation F3 (Exterior Site Lighting)</p>	<p>a. All site and building mounted lighting shall be designed such that it produces a maximum initial luminance value no greater than 0.20 horizontal and vertical foot candles at the site boundary, and no greater than 0.01 horizontal foot candles 15 feet beyond the site. No more than 5.0 percent of the total initial designed lumens shall be emitted at an angle of 90 degrees or higher from nadir (straight down).</p> <p>b. All low pressure sodium, high pressure sodium, metal halide, fluorescent, quartz, incandescent greater than 60 watts, mercury vapor, and halogen fixtures shall be fully shielded in such a manner as to not exceed the limitations in Subdivision 3(a) above.</p>

Source: City of Los Angeles, 2014.

3.1.2. EXISTING SETTING

The Project Site encompasses the majority of the existing Metro Division 20 Rail Yard, which mostly consists of exposed rail tracks and several MOW buildings. The Project Site also covers the land currently occupied by a tow yard and four historic resources, including the four Citizens Warehouse/Lysle Storage Company building, the National Cold Storage facility, and the westernmost edges of the 1st Street and 4th Street Bridges. The western boundary of the Project Site includes commercial/industrial properties along Center Street, as well as the residential complex immediately south of the 1st Street Bridge. Immediately to the south and southwest of the Project Site is the Arts District, which is comprised of residential, industrial, and commercial uses, and art galleries and exhibition warehouse spaces. Land uses to the north include commercial/industrial buildings, and the Los Angeles River is located to the east beyond freight rail tracks. The area's appearance is highly industrial in character.

Scenic Vistas

Scenic vistas are visually interesting views of focal points (e.g., notable objects, buildings, or settings) or panoramas that extend into the distance. The Project Site is located in the middle portion of the Central City North CPA of the City of Los Angeles, where development generally consists of apartment buildings, industrial buildings, and adaptively reused industrial buildings. Views of the Project Site are thus limited to those from adjacent buildings, and the Project Site is not within a scenic vista. Panoramas are views of broader geographic areas that are of visual interest. Due to the density of development and the relatively low elevation in the area, panoramas are not available from the Project Site.

Scenic Resources within State Scenic Highway Corridors

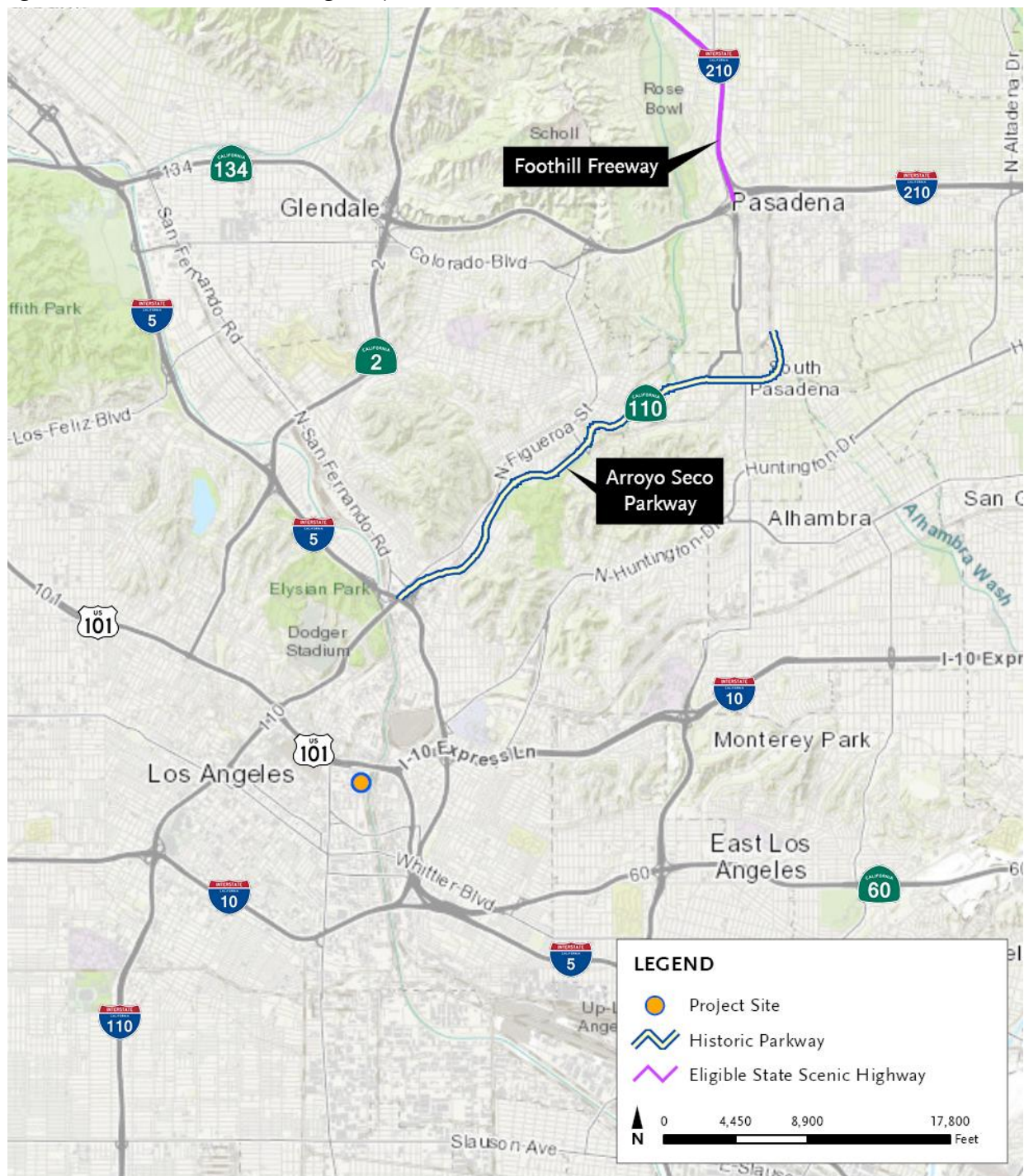
Figure 3.1.1 illustrates the Project Site's position in relation to designated and eligible scenic highways. The nearest State-designated scenic highway is the Arroyo Seco Parkway (State Route 110), which is located approximately two miles north of the Project Site.⁶ The Project Site is not within the viewshed of this scenic highway.

Visual Character or Quality

A site visit was conducted on October 3, 2017 to document the baseline conditions of the Project Site and its immediate surroundings. Photographs (Figures 3.1.2 through 3.1.22) were taken from Center Street between Commercial Street and 1st Street and from the 1st Street Bridge, the 4th Street Bridge, and Santa Fe Avenue. Recorded observations were analyzed and confirmed by aerial photography on Google Earth as well as City of Los Angeles zoning and General Plan land use designations. There are no major landforms on the Project Site. The Project Site and its immediate surroundings have a highly industrial visual character as described below.

Caltrans, *California Scenic Highway Mapping System*, Los Angeles County, http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/, accessed October 10, 2017.

Figure 3.1.1 State Scenic Highways



Source: Terry A. Hayes Associates Inc., 2017; Caltrans, 2017.

Figure 3.1.2 View of Commercial Street from Center Street



Source: Terry A. Hayes Associates Inc., 2017.

Figure 3.1.3 View of Commercial Street Cul-de-Sac



Source: Terry A. Hayes Associates Inc., 2017.

Figure 3.1.4 View of LAPD Viertel's Central Division Police Garage from Commercial Street



Source: Terry A. Hayes Associates Inc., 2017.

Figure 3.1.5 View of LAPD Viertel's Central Division Police Garage from Center Street



Source: Terry A. Hayes Associates Inc., 2017.

Figure 3.1.6 View Across Center Street from LAPD Viertel's Central Division Police Garage



Source: Terry A. Hayes Associates Inc., 2017.

Figure 3.1.7 View of Jackson Street Cul-de-Sac



Source: Terry A. Hayes Associates Inc., 2017.

Figure 3.1.8 View of Temple Street from Center Street



Source: Terry A. Hayes Associates Inc., 2017.

Figure 3.1.9 View of the National Cold Storage Facility from Center Street



Source: Terry A. Hayes Associates Inc., 2017.

Figure 3.1.10 View Across Center Street from the National Cold Storage Facility



Source: Terry A. Hayes Associates Inc., 2017.

Figure 3.1.11 View of Banning Street Cul-de-Sac



Source: Terry A. Hayes Associates Inc., 2017.

Figure 3.1.12 View of the Citizens Warehouse/Lysle Storage Company Building from Center Street



Source: Terry A. Hayes Associates Inc., 2017.

Figure 3.1.13 View of 120 North Santa Fe Avenue from Center Street



Source: Terry A. Hayes Associates Inc., 2017.

Figure 3.1.14 View of 120 North Santa Fe Avenue from Santa Fe Avenue



Source: Terry A. Hayes Associates Inc., 2017.

Figure 3.1.15 View of 100-110 North Santa Fe Avenue from Center Street



Source: Terry A. Hayes Associates Inc., 2017.

Figure 3.1.16 View of 100-110 North Santa Fe Avenue from Santa Fe Avenue



Source: Terry A. Hayes Associates Inc., 2017.

Figure 3.1.17 View of the 1st Street Bridge from Center Street



Source: Terry A. Hayes Associates Inc., 2017.

Figure 3.1.18 View of the 1st Street Bridge Pedestrian Access from Center Street



Source: Terry A. Hayes Associates Inc., 2017.

Figure 3.1.19 View of MOW Employee Parking Under 1st Street Bridge



Source: Terry A. Hayes Associates Inc., 2017.

Figure 3.1.20 View of the Future Storage Tracks (Northern) from the 1st Street Bridge



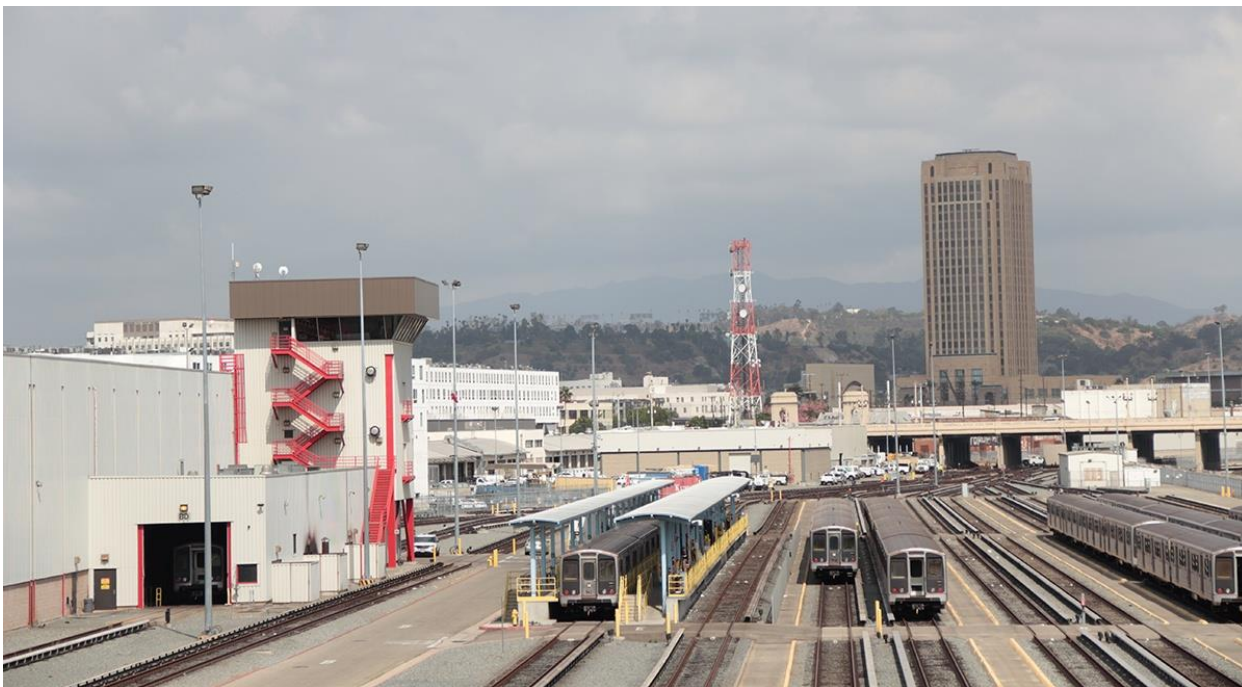
Source: Terry A. Hayes Associates Inc., 2017.

Figure 3.1.21 View of the Future Storage Tracks (Southern) from the 1st Street Bridge



Source: Terry A. Hayes Associates Inc., 2017.

Figure 3.1.22 View of the 1st Street Bridge from the 4th Street Bridge



Source: Terry A. Hayes Associates Inc., 2017.

As shown in Figures 3.1.2 through 3.1.22, all of the buildings within the Project Site are approximately 25 to 60 feet tall.⁷ Consequently, the existing features of the Project Site are not visible from the north, west, and south sides beyond the abutting Center Street, Santa Fe Avenue, and Commercial Street, and the transecting 1st Street and 4th Street Bridges. Views from streets to the east of the Project Site are approximately 700 feet away and separated from the Project Site by the Los Angeles River and industrial buildings along Myers Street.

As shown in Figures 3.1.2 through 3.1.16, the visual character of the portion of the Project Site along Center Street is mostly defined by low-rise buildings with brick or monotone cement façades. This includes the National Cold Storage facility and the Citizens Warehouse/Lysle Storage Company building. These buildings generally do not have functioning windows (i.e., windows are boarded up or faux). Steel gates and chain-link fences are also common along this segment of Center Street. With the exception of one palm tree at the end of Jackson Street and some short shrubs along the western perimeter of LAPD Viertel's Central Division Police Garage shown in Figures 3.1.5 through 3.1.7, and several street trees across the street from LAPD Viertel's Central Division Police Garage, there is no vegetation on the Project Site.

Also featured on the Project Site is the western portion of the 1st Street Bridge. The 1st Street Bridge is a designated Los Angeles Historic-Cultural Monument (HCM) due to its Beaux-Arts style monumental bridge architecture, among other reasons.⁸ As shown in Figures 3.1.17 through 3.1.19, the portion of the 1st Street Bridge between the Los Angeles River and Center Street is supported by ten piers. The area between these piers is used as both a pass-through

⁷ Los Angeles Region Imagery Acquisition Consortium (LARIAC) Program, *Building Outlines Shapefile*, 2014.
⁸ Historic Places LA, *First Street Bridge*, No. 53C1166 Historic Resource, <http://www.historicplacesla.org/reports/1137bace-b07d-4f57-b859-e0a710dc1091>, accessed November 21, 2017.

for trains as well as a parking lot for MOW employees. The 1st Street Bridge is accessible to pedestrians via a staircase on Center Street shown in Figure 3.1.18.

The eastern portion of the Project Site is only visible from the 1st Street Bridge and 4th Street Bridge. As shown in Figures 3.1.20 through 3.1.22, this area is currently being used for the existing Division 20 Rail Yard and associated MOW activities, as well as commuter and freight rail tracks.

Light and Glare

Light impacts are typically associated with the use of artificial light during evening and nighttime hours. A moderate level of ambient nighttime light already exists due to the urban setting of the Project Site. Existing nighttime lighting sources in the Project Site vicinity include street lights, vehicle headlights, and interior and exterior building illumination. Moreover, the existing Division 20 Rail Yard, including the areas adjacent to OSF, is lit to OSHA lighting standards for workplace safety. This lighting is provided by on-site lamps that are between 25 and 70 feet in height. 25-foot lamps are only used in the vicinity of the tunnel and portal, where the area to be illuminated is below grade. All other lamps are at least 40 feet tall. Generally, in order to avoid spillover light, areas closer to surrounding development on Center Street and Santa Fe Avenue are lit by shorter lamps, and areas closer to the rail tracks and Los Angeles River are lit by taller lamps. The existing nighttime lighting condition is illustrated in Figures 3.1.23 through 3.1.26.

Glare is typically a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point-source lighting that contrasts with existing low ambient light conditions. As mentioned above, the existing Division 20 Rail Yard is lit using on-site lamps, which are bright point-sources of light. However, these light sources do not contrast with existing light conditions due to the urban setting's moderate level of ambient nighttime light. Consequently, existing glare from the Project Site is minimal.

Figure 3.1.23 View of Existing Division 20 Rail Yard Night Lighting from the 1st Street Bridge (Facing North)



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

Figure 3.1.24 View of Existing Division 20 Rail Yard Night Lighting from the 1st Street Bridge (Facing South)



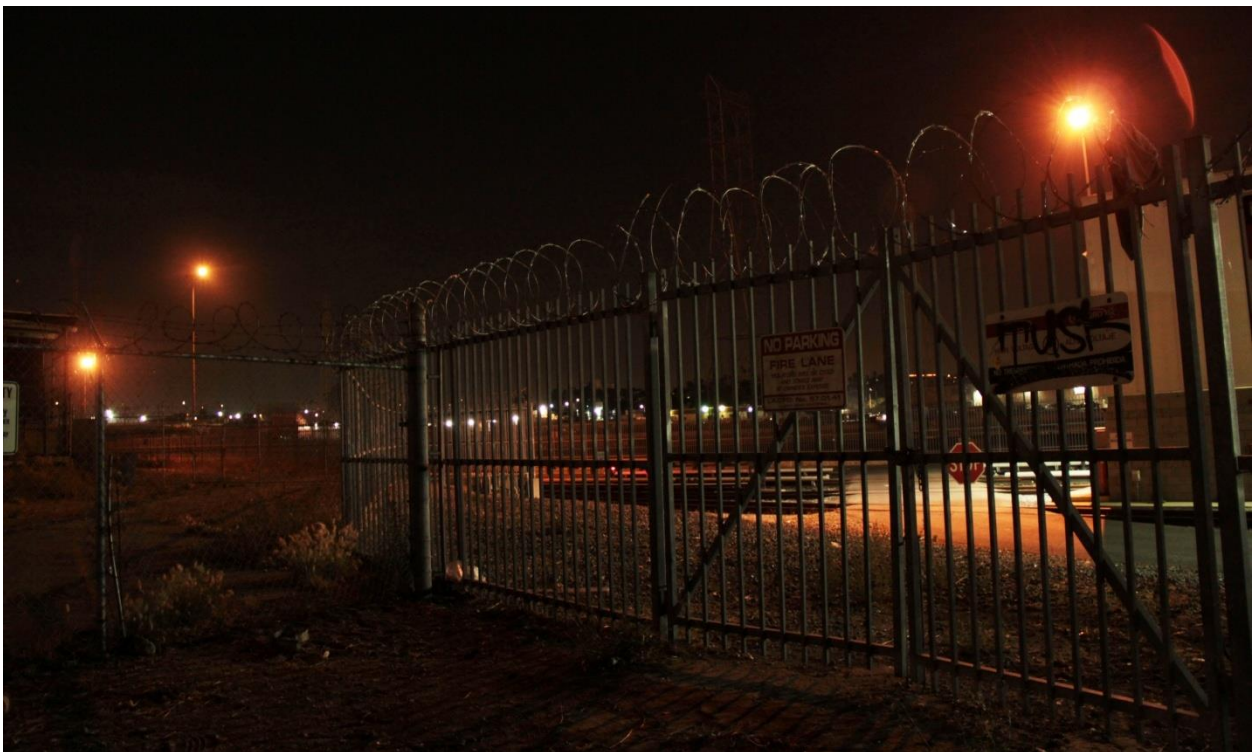
Source: Terry A. Hayes Associates Inc., 2018.

Figure 3.1.25 View of Existing Division 20 Rail Yard Night Lighting Relationship to OSF from the 1st Street Bridge



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

Figure 3.1.26 View of Existing Division 20 Rail Yard Night Lighting from Banning Street



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

3.1.3. THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines, the Proposed Project would have significant aesthetics impacts if it were to:

- Have a substantially adverse effect on a scenic vista;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway;
- Substantially degrade the existing visual character or quality of the site and its surroundings; and/or
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

3.1.4. IMPACT ANALYSIS AND MITIGATION MEASURES

This section assesses potential impacts associated with the Proposed Project and, if necessary, identifies mitigation measures to eliminate or reduce impacts. The methodology implemented in this assessment consists of evaluating whether the Proposed Project would have significant visual impacts according to the aforementioned thresholds. Impacts are primarily assessed by considering the Proposed Project's aesthetic modifications to the area in the context of the regulatory framework as well as the environmental setting described above.

Impact 3.1.1 Would the Proposed Project have a substantial adverse effect on a scenic vista?

Impact Analysis

No Impact. Scenic vista are views of focal points or panoramic views of broader geographic areas that have visual interest. Diminishment of a scenic vista would occur if the bulk or design of a building or development were to contrast enough with a visually interesting view, such that the quality of the view is permanently affected. The Project Site is neither part of a scenic vista nor within the sightline of a scenic vista. Although the Proposed Project would introduce a 32-foot ventilation shaft building, it would be shorter than some of its surrounding buildings. For example, the building on the southwest corner of Commercial Street and Center Street is 42 feet tall, and the building on the northeast corner of the same intersection is 49 feet tall.⁹ The Proposed Project would not block views of or have an adverse effect on a scenic vista. Therefore, no impact would occur.

Mitigation Measures

No impact would occur and mitigation measures are not required.

⁹Los Angeles Region Imagery Acquisition Consortium (LARIAC) Program, *Building Outlines Geodatabase*, 2014.

Impact 3.1.2 Would the Proposed Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

Impact Analysis

No Impact. No designated State scenic highways are located on or adjacent to the Project Site. The nearest State scenic highway is Arroyo Seco Parkway, approximately two miles north of the Project Site (Figure 3.1.1). The Proposed Project would not damage a scenic resource (i.e., trees, rock outcroppings, or historic buildings) within the viewshed of a scenic highway. Therefore, no impact would occur.

Mitigation Measures

No impact would occur and mitigation measures are not required.

Impact 3.1.3 Would the Proposed Project substantially degrade the existing visual character or quality of the site and its surroundings?

Impact Analysis

Less-than-Significant Impact. The following analysis addresses the potential for impacts during construction and operational activities.

Construction

Construction activities would include materials staging, equipment use, and signage to secure the Project Site. The area surrounding the Project Site is highly industrial in character. In addition, construction is temporary and construction-related effects would be removed after the completion of construction activities. Therefore, the Proposed Project would result in a less-than-significant impact related to construction visual character.

Operations

The Proposed Project would widen the tunnel portal that connects the Metro Red and Purple Lines to the Rail Yard, construct a new ventilation shaft building, modify the Citizens Warehouse/Lysle Storage Company building, construct new storage tracks, reconfigure existing tracks to accommodate a turnback facility, modify piers and superstructures on the western portion of the 1st Street Bridge, and vacate the portions of Jackson Street, Banning Street, and Ducommun Street east of Center Street.

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

The building would be connected to the tunnel portal by a ventilation shaft that would protrude above the existing grade by 16 feet. The ventilation shaft itself would be capped with a cover slab and its sidewalls would be covered in a plastic waterproofing membrane. Because it would be shorter than all surrounding buildings, the ventilation shaft would only be visible from Commercial Street, where views are not currently sensitive. Thus, the introduction of the ventilation shaft would not substantially degrade the existing visual character or quality of the Project Site and its surroundings.

A physical perimeter is needed along Center and Commercial Streets as a safety measure to prevent the public from freely accessing the Division 20 Rail Yard. The physical perimeter would not encroach onto public rights-of-way. Although its exact design has not been determined at this time, it would consist of a solid wall or steel fence between 8 and 12 feet tall.

In a coordinated effort to address previously gathered public input, the Proposed Project would provide streetscape improvements including, but not be limited to, street trees and street lighting along Center Street between Ducommun and Commercial Streets to soften the perimeter of the Project Site. Such improvements would be similar in character to those to be provided by Metro's Eastside Access Improvements: 1st & Central Project along Center Street between Jackson and Banning Streets. No street trees or street lighting would be provided along Center Street between Banning Street and the 1st Street Bridge, as these installations may obstruct the implementation of future projects at the currently vacant Citizen's Warehouse/Lysle Storage Company building after the completion of the Proposed Project.

There would also be a five-foot landscaped buffer along Center Street between Commercial and Ducommun Streets, as well as a one-foot landscaped buffer between Jackson and Banning Streets. These landscaped buffers would be provided on the Division 20 Rail Yard property and not along the public right-of-way.

Regarding the historic structures, all character-defining architectural features would be preserved for the Citizens Warehouse/Lysle Storage Company building and the 1st Street Bridge. The National Cold Storage facility would be entirely demolished. In the case of the Citizens Warehouse/Lysle Storage Company building, the northern and western façades and approximately 10,000 square feet of the existing building's footprint would be protected and preserved. All modifications would occur on the building's eastern/back side, where the building is already adjacent to the rail yard. The building's existing and anticipated future aesthetics are illustrated in Figures 3.1.27 through 3.1.30.

Figure 3.1.27 View of North and West Façades of Citizen’s Warehouse/Lysle Storage Company Building Before Proposed Project



Source: TY Lin International, 2018.

Figure 3.1.28 Anticipated View of North and West Façades Citizen’s Warehouse/Lysle Storage Company Building Upon Completion of Proposed Project



Source: TY Lin International, 2018.

Figure 3.1.29 View of South and East Façades of Citizen’s Warehouse/Lysle Storage Company Building Before Proposed Project



Source: TY Lin International, 2018.

Figure 3.1.30 Anticipated View of South and East Façades of Citizen’s Warehouse/Lysle Storage Company Building Upon Completion of Proposed Project



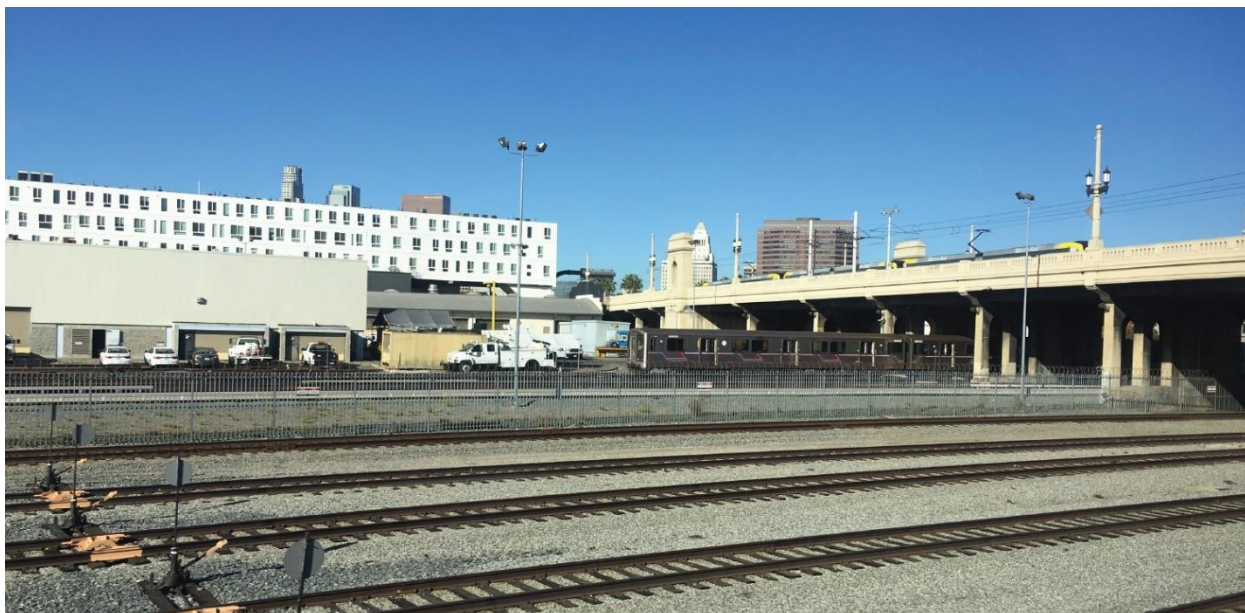
Source: TY Lin International, 2018.

Modifications to the 1st Street Bridge would only be made to its superstructures and piers on the portion to the west of the Los Angeles River, which can only be viewed in detail from three areas. The first of these areas is a limited number of residential units in the adjacent OSF. The other two more frequently traversed areas from which the 1st Street Bridge modifications can be viewed are:

- The 4th Street Bridge, approximately 0.4 miles south of the 1st Street Bridge. However, Figure 3.1.22 shows that this view is limited.
- The Amtrak/MetroLink trains that travel along the west bank of the Los Angeles River, albeit for a short duration.

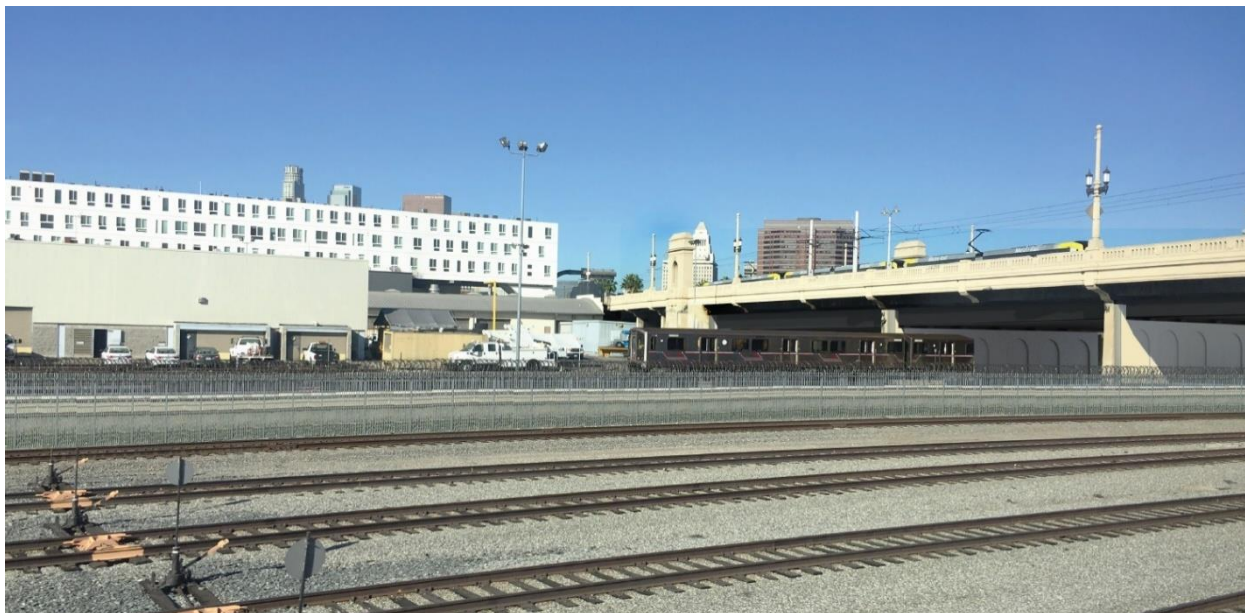
The primary components of the 1st Street Bridge that would be visible from these locations include fascia girders, light posts, and railings. The Proposed Project would not affect any of these components. The additional girders would mainly be located underneath the shadow of the superstructure. The removal of the piers is not considered a visual impact based on the limited views of the Bridge piers. Moreover, no new visible feature is being proposed that is visually incompatible with the existing bridge. The Bridge's existing and anticipated future aesthetics are illustrated in Figures 3.1.31 and 3.1.32.

Figure 3.1.31 View of 1st Street Bridge from Amtrak/MetroLink Rail



Source: TY Lin International, 2018.

Figure 3.1.32 Anticipated View of 1st Street Bridge from Amtrak/Metrolink Rail



Source: TY Lin International, 2018.

Since most of the existing Metro-owned property is already being used for the Division 20 Rail Yard, modifications within these areas would be aesthetically compatible with the existing industrial setting. Furthermore, modifications to the 1st Street Bridge would be aesthetically compatible with its current architectural design. Therefore, the Proposed Project would result in a less-than-significant impact related to visual character.

Mitigation Measures

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

Impact 3.1.4 Would the Proposed Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Impact Analysis

Less-than-Significant Impact with Mitigation. The following analysis addresses the potential for impacts during construction and operational activities.

Construction

Construction activities would occur during daytime and nighttime hours, and construction-related illumination would be temporary and limited to safety and security purposes. Due to the reconfiguration of the yard, this would involve the removal of some existing Division 20 Rail Yard lighting fixtures. Temporary construction-related lighting poles and fixtures would be installed in their place to provide comparable illuminance levels. Notwithstanding this action, pursuant to OSHA Standard 1926.56(a), all new construction-related lighting would be lit to an illuminance level of at least five foot-candles. This construction-related lighting would be in addition to existing Division 20 Rail Yard operations-related lighting, since Metro Red and

Purple Line operations would continue during construction of the Proposed Project. If not aimed at and positioned close to the area to be illuminated, the increased levels of ambient light due to construction-related lighting could potentially disturb residents at OSF. Therefore, without mitigation, the Proposed Project could result in a significant impact related to construction lighting.

Operations

The Proposed Project includes several elements (such as glass or metal surfaces) or bright point-sources of light that could create new sources of glare. However, the same elements and bright point-sources of light at the existing Division 20 Rail Yard do not generate substantial glare. Thus, it is not anticipated that the Proposed Project elements would generate substantial glare. Therefore, the Proposed Project would result in a less-than-significant impact related to operational glare.

During operation, the Proposed Project would be lit to provide adequate lighting for maintenance activities and ensure a safe environment. New light sources would include security lighting and point sources of lighting within the yard used for vehicle maintenance and cleaning. All new lighting fixtures to be installed in the areas closest to light-sensitive land uses on Santa Fe Avenue and Center Street (i.e., adjacent to OSF and in the location of the Citizens Warehouse/Lysle Storage Company building) would be mounted on 35-foot poles, which are shorter than the 40-foot poles used elsewhere in the yard. This would reduce the potential for spillover light. However, backlight and uplight from these new nearby lighting fixtures could potentially disturb residents at OSF and any other future light-sensitive uses that may occupy the Citizens Warehouse/Lysle Storage Company building. Therefore, without mitigation, the Proposed Project could result in a significant impact related to operational lighting.

Mitigation Measures

- AES-1** Construction-related light fixtures shall be equipped with glare diffusers and feature directional shielding in order to avoid the spillover of light onto adjacent residences.
- AES-2** Permanent operations-related light fixtures shall feature directional shielding in order to avoid the spillover of backlight and uplight onto adjacent residences.

Significance After Mitigation

Mitigation Measures **AES-1** and **AES-2** would ensure that lighting sources introduced during both construction and operation of the Proposed Project would be directed away from light-sensitive land uses at night (i.e., adjacent residences at OSF). Therefore, with mitigation, the Proposed Project would result in a less-than-significant impact related to new sources of light and glare.

3.2. AIR QUALITY

The California Health and Safety Code defines air pollution as any discharge, release, or other propagation into the atmosphere, and includes, but is not limited to, smoke, charred paper, dust, soot, grime, carbon, fumes, gases, odors, particulate matter, acids, or any combination thereof. Sources of air pollution can be classified as stationary sources (e.g., industrial processes, generators), mobile sources (e.g., automobiles, trucks) or area sources (e.g., residential water heaters).

Criteria air pollutants are pollutants for which the federal and State governments have established ambient air quality standards to protect public health. The federal and State standards have been set at concentrations designed to prevent environmental exposures that would be harmful to human health and welfare. These standards are designed to protect the most sensitive persons from illness or discomfort.

Criteria air pollutants that are regulated by the federal and State governments include carbon monoxide (CO), ozone (O₃), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter ten microns or less in diameter (PM₁₀), fine particulate matter 2.5 microns or less in diameter (PM_{2.5}) and lead (Pb). These pollutants are discussed below; also provided are descriptions of ultrafine particulate matter (ultrafine PM), diesel particulate matter (diesel PM) and toxic air contaminants (TACs) as pollutants of air quality concern for which air quality standards have not been specifically established.

CO is a colorless and odorless gas formed by the incomplete combustion of fossil fuels. CO is emitted almost exclusively from motor vehicles, power plants, refineries, industrial boilers, ships, aircraft, and trains. In urban areas, automobile exhaust accounts for the majority of CO emissions. CO is a non-reactive air pollutant that dissipates relatively quickly, so ambient CO concentrations generally follows the spatial and temporal distributions of vehicular traffic. CO concentrations are influenced by local meteorological conditions; primarily wind speed, topography and atmospheric stability.

CO from motor vehicle exhaust can become locally concentrated when surface-based temperature inversions are combined with calm atmospheric conditions, a typical situation at dusk in urban areas between November and February. The highest levels of CO typically occur during the colder months of the year when inversion conditions are more frequent. In terms of human health, CO competes with oxygen—often replacing it in the blood—thus reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can be dizziness, fatigue and impairment of central nervous system functions.

O₃ is a colorless gas that is formed in the atmosphere when reactive organic gases (ROG)—which include volatile organic compounds (VOC) and nitrogen oxides (NO_x)—react in the presence of ultraviolet sunlight. O₃ is not a primary pollutant directly emitted to the atmosphere; it is a secondary pollutant formed by complex interactions involving two or more chemical compounds. Emissions of ROG and NO_x that drive atmospheric O₃ formation are primarily attributed to automobile exhaust and industrial sources. Meteorology and terrain play major roles in O₃ formation. Ideal O₃ formation conditions occur during summer and early autumn, on days with low wind speeds or stagnant air, warm temperatures, and clear

skies. Automobile travel serves as the greatest source of ozone-producing gases. Short-term exposure (lasting for a few hours) to O_3 at levels typically observed in Southern California can result in breathing pattern changes, restricted breathing, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes.

NO_2 , like O_3 , is formed in the atmosphere through a chemical reaction between nitric oxide (NO) and atmospheric oxygen. NO and NO_2 are collectively referred to as NO_x and are major contributors to O_3 formation. NO_2 also contributes to the formation of PM_{10} (discussed below). High concentrations of NO_2 can cause breathing difficulties and result in a brownish-red cast to the atmosphere with reduced visibility. There is some indication of a relationship between NO_2 and chronic pulmonary fibrosis. Some increase of bronchitis in children (two and three years old) has also been observed at concentrations below 0.3 parts per million (ppm).

Particulate matter (PM) comprises very small liquid and solid particles floating in the air, which can include smoke, soot, dust, salts, acids and metals. Particulate matter also forms when gases emitted from industries and motor vehicles undergo chemical reactions in the atmosphere. PM_{10} and $PM_{2.5}$ represent fractions of particulate matter classified by particle size. Inhalable particulate matter, or PM_{10} , is about 1/7 the thickness of a human hair. Major sources of PM_{10} include crushing or grinding operations; dust stirred up by vehicles traveling on roads; wood burning stoves and fireplaces; dust from construction, landfills and agriculture; wildfires and brush/waste burning; industrial sources; windblown dust from open lands; and atmospheric chemical and photochemical reactions. Fine particulate matter, or $PM_{2.5}$, is roughly 1/28 the diameter of a human hair. $PM_{2.5}$ results from fuel combustion (e.g., motor vehicles, power generation and industrial facilities), residential fireplaces and wood stoves. In addition, $PM_{2.5}$ can be formed in the atmosphere from gases such as SO_2 , NO_x and VOC.

Fine particulate matter, such as PM_{10} and $PM_{2.5}$, pose greater risks to human health than large particulate matter. When inhaled, these tiny particles can penetrate the human respiratory system's natural defenses and damage the respiratory tract. PM_{10} and $PM_{2.5}$ can increase the number and severity of asthma attacks, cause or aggravate bronchitis and other lung diseases, and reduce the body's ability to fight infections. Very small particles of substances, such as lead, sulfates and nitrates can cause lung damage directly. These substances can be absorbed into the blood stream and cause damage throughout the body. These substances can transport absorbed gases, such as chlorides or ammonium, into the lungs and cause injury. Whereas PM_{10} tends to collect in the upper portion of the respiratory system, $PM_{2.5}$ is so tiny that it can penetrate deeper into the lungs and damage lung tissues. Suspended particulates also damage and discolor surfaces on which they settle, as well as produce haze and reduce regional visibility.

SO₂ is a colorless, pungent gas that forms primarily through the combustion of sulfur-containing fossil fuels. Main sources of SO₂ emissions are coal and oil used in power plants and industries. Generally, the highest levels of SO₂ are found near large industrial complexes. In recent years, atmospheric SO₂ concentrations have been reduced by the increasingly stringent controls placed on stationary source emissions of SO₂ and limits on the sulfur content of fuels. SO₂ is an irritant gas that attacks the throat and lungs. It can cause acute respiratory symptoms and diminished ventilator function in children. SO₂ can also yellow plant leaves and erode iron and steel. Sulfur oxides (SO_x) refer to any of several compounds of sulfur and oxygen, the most important of which is SO₂.

Lead in the atmosphere exists as particulate matter. Sources of lead include leaded gasoline combustion, the manufacture of batteries, paint, ink, ceramics, and ammunition, and secondary lead smelting facilities. Prior to 1978, mobile emissions were the primary source of atmospheric lead. Between 1978 and 1987, the phase-out of leaded gasoline reduced the overall prevalence of airborne lead by nearly 95 percent. With the phase-out of leaded gasoline, secondary lead smelters, battery recycling, and manufacturing facilities have become emission sources of greater concern. Prolonged exposure to atmospheric lead poses a serious threat to human health. Health effects associated with exposure to lead include gastrointestinal disturbances, anemia, kidney disease, and in severe cases, neuromuscular and neurological dysfunction. Of particular concern are low-level lead exposures during infancy and childhood. Such exposures are associated with decrements in neurobehavioral performance, including intelligence quotient performance, psychomotor performance, reaction time and growth.

TACs are generally defined as those contaminants that are known or suspected to cause serious health problems but do not have a corresponding ambient air quality standard. These air pollutants may increase a person's risk of developing cancer and/or other serious health effects; however, the emission of a toxic chemical does not automatically create a health hazard. Other factors such as the concentration of the chemical and its toxicity, meteorological conditions at the time of release, and the terrain all influence whether the emissions could be hazardous to human health. TACs are emitted by a variety of industrial processes such as petroleum refining, electric utility and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. TACs can exist as PM₁₀ and PM_{2.5} or as vapors (gases), and include metals, other particles, gases absorbed by particles, and certain vapors from fuels and other sources.

Diesel exhaust is composed of two phases, gas and particle, both of which contribute to human health risk upon exposure. The gas phase is composed of many of the urban hazardous air pollutants, such as acetaldehyde, acrolein, benzene, 1,3-butadiene, formaldehyde and polycyclic aromatic hydrocarbons. The particle phase is also composed of many different types of particles by size or composition. Fine and ultrafine diesel particulates are of the greatest health concern and may be composed of elemental carbon with adsorbed compounds such as organic compounds, sulfate, nitrate, metals and other trace elements. Diesel exhaust is emitted from a broad range of diesel engines; the on-road diesel engines of trucks, buses and cars, and the off-road diesel engines that include locomotives, marine vessels and heavy-duty equipment. Although diesel PM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type,

operating conditions, fuel composition, lubricating oil and whether an emission control system is present.

Diesel exhaust causes health effects from both short-term (acute) exposures and long-term (chronic) exposures. The nature and severity of health effects depends upon several factors including the dose and duration of exposure. Individuals also react differently to different levels of exposure. There is limited information on exposure to diesel PM specifically but there is substantial evidence to indicate that inhalation exposure to diesel exhaust causes acute and chronic health effects. Acute exposure to diesel exhaust may cause irritation to the eyes, nose, throat and lungs, some neurological effects such as lightheadedness. Acute exposure may also elicit a cough or nausea as well as exacerbate asthma. Chronic inhalation exposure to diesel PM in experimental animal studies has shown a range of dose-dependent lung inflammation and cellular changes in the lung and immunological effects. Based upon human and laboratory studies, there is considerable evidence that diesel exhaust is a likely carcinogen.

3.2.1. REGULATORY FRAMEWORK

3.2.1.1. Federal

The Federal Clean Air Act (CAA) governs air quality at the national level and the United States Environmental Protection Agency (USEPA) is responsible for enforcing the regulations provided in the CAA. Under the CAA, USEPA is authorized to establish National Ambient Air Quality Standards (NAAQS) that set protective limits on concentrations of air pollutants in the atmosphere. Enforcement of the NAAQS is required under the 1977 CAA and subsequent amendments. USEPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain types of locomotives. USEPA has jurisdiction over emission sources outside State waters (e.g., beyond the outer continental shelf) and establishes various emission standards, including those for vehicles sold in states other than California.

As required by the CAA, NAAQS have been established for seven criteria air pollutants: CO, NO₂, O₃, PM_{2.5}, PM₁₀, SO₂, and Pb. The CAA grants USEPA authority to designate areas as attainment, nonattainment, or maintenance (previously nonattainment and currently attainment) for each criteria pollutant based on whether the NAAQS have been achieved on a regional scale. The federal standards are summarized in Table 3.2.1. USEPA has classified the Los Angeles County portion of the South Coast Air Basin (Basin) as a nonattainment area for O₃, PM_{2.5} and Pb and a maintenance area for PM₁₀, CO, and NO₂.

Table 3.2.1. State and National Criteria Pollutant Ambient Air Quality Standards and Attainment Status for the South Coast Air Basin

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Ozone (O ₃)	1-hour Average	0.09 ppm (180 µg/m ³)	Nonattainment	--	--
	8-hour Average	0.070 ppm (137 µg/m ³)	Nonattainment	0.070 ppm (137 µg/m ³)	Nonattainment
Respirable Particulate Matter (PM ₁₀)	24-hour Average	50 µg/m ³	Nonattainment	150 µg/m ³	Maintenance
	Annual Average	20 µg/m ³	Nonattainment	--	--
Fine Particulate Matter (PM _{2.5})	24-hour Average	--	--	35 µg/m ³	Nonattainment
	Annual Average	12 µg/m ³	Nonattainment	12.0 µg/m ³	Nonattainment
Carbon Monoxide (CO)	1-hour Average	20 ppm (23 mg/m ³)	Attainment	35 ppm (40 mg/m ³)	Maintenance
	8-hour Average	9.0 ppm (10 mg/m ³)	Attainment	9 ppm (10 mg/m ³)	Maintenance
Nitrogen Dioxide (NO ₂)	1-hour Average	0.18 ppm (339 µg/m ³)	Attainment	100 ppb (188 µg/m ³)	Maintenance
	Annual Average	0.030 ppm (57 µg/m ³)	Attainment	53 ppb (100 µg/m ³)	Maintenance
Sulfur Dioxide (SO ₂)	1-hour Average	0.25 ppm (655 µg/m ³)	Attainment	75 ppb (196 µg/m ³)	Attainment
	24-hour Average	0.04 ppm (105 µg/m ³)	Attainment	--	--
Lead (Pb)	30-day Average	1.5 µg/m ³	Attainment	--	--
	Calendar Quarter	--	--	0.15 µg/m ³	Nonattainment

Source: USEPA, 2015; CARB, 2015, 2016.

Controlling air toxic emissions became a national priority with the passage of the CAA Amendments of 1990, whereby Congress mandated that USEPA regulate 188 air toxics, also known as hazardous air pollutants. USEPA has identified a group of 93 compounds emitted from mobile sources that are listed in their Integrated Risk Information System. In addition, USEPA classified seven compounds with significant contributions from mobile sources that are among the national- and regional-scale cancer risk drivers identified in the 1999 National Air Toxics Assessment as hazardous air pollutants of concern. These include acrolein, benzene, 1,3-butadiene, diesel particulate matter plus diesel exhaust organic gases (diesel PM), formaldehyde, naphthalene and polycyclic organic matter.

3.2.1.2. State

In addition to being subject to the requirements of CAA, air quality in California is also subject to more stringent regulations under the California Clean Air Act (CCAA). In California, the CCAA is administered by the California Air Resources Board (CARB) at the State level and by the air quality management districts and air pollution control districts at the regional and local

levels. CARB, which became part of the California Environmental Protection Agency (Cal/EPA) in 1991, is responsible for meeting the State requirements of the CAA, administering the CCAA, and establishing the California Ambient Air Quality Standards (CAAQS).

The CCAA, as amended in 1992, requires all air districts in the State to endeavor to achieve and maintain the CAAQS. The CAAQS are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. The State standards are summarized in Table 3.2.1. CARB is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment.

The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data show that a State standard for the pollutant was violated at least once during the previous three calendar years. Exceedances caused by highly irregular or infrequent events are not considered violations of a State standard and are not used as a basis for designating areas as nonattainment. Under the CCAA, the Los Angeles County portion of the Basin is designated as a nonattainment area for O₃, PM_{2.5}, and PM₁₀.

CARB's statewide comprehensive air toxics program was established in the early 1980s. The Toxic Air Contaminant Identification and Control Act created California's program to reduce exposure to air toxics. Under the Toxic Air Contaminant Identification and Control Act, CARB is required to prioritize the identification and control of air toxics emissions. In selecting substances for review, CARB must consider criteria relating to the risk of harm to public health, such as amount or potential amount of emissions, manner of and exposure to usage of the substance in California, persistence in the atmosphere, and ambient concentrations in the community. The Toxic Air Contaminant Identification and Control Act also requires CARB to use available information gathered from the Air Toxics Hot Spots Information and Assessment Act to include in the prioritization of compounds.

CARB classified particulate emissions from diesel-fueled engines (diesel PM) as TACs in August 1998. Following the identification process, CARB was required by law to determine if there was a need for further control, which led to the risk management phase of the program. For the risk management phase, CARB formed the Diesel Advisory Committee to assist in the development of a risk management guidance document and a risk reduction plan. With the assistance of the Advisory Committee and its subcommittees, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles and the Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines.

The Diesel Advisory Committee approved these documents on September 28, 2000, paving the way for the next step in the regulatory process: the control measure phase. During the control measure phase, specific Statewide regulations designed to further reduce diesel PM emissions from diesel-fueled engines and vehicles have and continue to be evaluated and developed. The goal of each regulation is to make diesel engines as clean as possible by

establishing state-of-the-art technology requirements or emission standards to reduce diesel PM emissions.

3.2.1.3. Regional

South Coast Air Quality Management District (SCAQMD)

The SCAQMD was created to coordinate air quality planning efforts throughout Southern California. The SCAQMD is the agency principally responsible for comprehensive air pollution control in the region. Specifically, the SCAQMD is responsible for monitoring air quality, as well as planning, implementing and enforcing programs designed to attain and maintain State and federal ambient air quality standards. Programs that were developed include air quality rules and regulations that regulate stationary sources, area sources, point sources and certain mobile source emissions. The SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified or relocated stationary sources do not create net emission increases.

The SCAQMD has jurisdiction over an area of 10,743 square miles, consisting of the Basin and the Riverside County portion of the Salton Sea Air Basin and Mojave Desert Air Basin. The Basin is a subset of the SCAQMD's jurisdiction and covers an area of 6,745 square miles, including all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The Basin is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east; and the San Diego County line to the south. Figure 3.2.1 shows the geographic extent of the Basin highlighted, as well as the other air basins throughout California.

The SCAQMD Air Quality Management Plan (AQMP) is the jurisdictional blueprint for achieving the federal air quality standards and healthful air within the Basin. The AQMP outlines a comprehensive strategy aimed at controlling pollution from all sources of air pollutant emissions within the Basin, including stationary sources, on- and off-road mobile sources and area sources. The most recent iteration published by SCAQMD is the 2016 AQMP, which provides a thorough analysis of existing and potential regulatory control options, includes available, proven, and cost-effective strategies for improving air quality, and encourages programmatic partnerships to accelerate the transition to cleaner vehicles and the modernization of buildings and industrial facilities. The 2016 AQMP focuses on demonstrating attainment of the NAAQS for O₃ and PM_{2.5}, as demonstrated attainment of the NAAQS for PM₁₀ and the associated maintenance plan was approved in 2013.¹

SCAQMD, *Final 2016 AQMP*, March 2017.

Figure 3.2.1 California Air Basins – South Coast Air Basin



Source: CARB, 2016.

Additionally, SCAQMD has a long and successful history of reducing air toxics and criteria emissions in the Basin. SCAQMD has an extensive control program, including traditional and innovative rules and policies. These policies can be viewed in SCAQMD's Air Toxics Control Plan for the Next Ten Years. To date, the most comprehensive study on air toxics in the Basin is the Multiple Air Toxics Exposure Study IV (MATES-IV), conducted by SCAQMD.² The monitoring program measured more than 30 air pollutants, including both gases and particulates. The monitoring study was accompanied by a computer modeling study in which SCAQMD estimated the risk of cancer from breathing toxic air pollution throughout the region based on emissions and weather data.

MATES-IV found that the cancer risk in the region from carcinogenic air pollutants ranges from about 320 to 480 in a million. About 90 percent of the risk is attributed to emissions associated with mobile sources, with the remainder attributed to toxics emitted from stationary sources, which include large industrial operations, such as refineries and metal processing facilities, as well as smaller businesses such as gas stations and chrome plating. The results indicate that diesel PM is the major contributor to air toxics risk, accounting on average for about 68 percent of the total risk.

Subsequent to the release of the MATES-IV, the California Environmental Protection Agency Office of Environmental Health Hazard Assessment (OEHHA) updated the methods for estimating cancer risks, which uses higher estimates of cancer during early life exposure and uses different assumptions for duration of residential exposures and breathing rates.³ Using the updated methods, the SCAQMD estimates that the risk for the same inhalation exposure level will be approximately 2.5 to 2.7 times higher, which would be reflected in the average lifetime air toxics risk estimated from the monitoring sites data going from 418 per million to 1,023 per million.⁴

The SCAQMD has established various regulations to control emissions of air pollutants throughout in the Basin that are codified in its official Rule Book. Regulations that are relevant to construction of the Proposed Project include Rules 401, 402, 403, and 1403.

- Rule 401 (Visible Emissions) limits visible emissions from properties within SCAQMD jurisdiction.
- Rule 402 (Nuisance) states that a person should not emit air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause injury or damage to business or property.
- Rule 403 (Fugitive Dust) controls fugitive dust through various requirements including, but not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material

² SCAQMD, *Final Report – Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-IV)*, May 2015.
³ California Environmental Protection Agency, Office of Health Hazard Assessment, *Air Toxics Hot Spots Program, Risk Assessment Guidelines, Guidance Manual for Preparation of Health Risk Assessments*, 2015.
⁴ SCAQMD, *Final Report – Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-IV)*, May 2015.

from tires and vehicle undercarriages before vehicles exit a construction site, and maintaining effective cover over exposed areas.

- Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities) requires asbestos surveying, notification, asbestos-containing materials removal procedures and time schedules, asbestos-containing materials handling and clean-up procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste materials at sites conducting demolition or renovation of structures that may potentially contain asbestos.

SCAMD has also published air quality guidance documents, including the CEQA Air Quality Handbook, originally published in 1993. The SCAQMD Handbook is currently under revision. During this time, the SCAQMD recommends that lead agencies follow the calculation methodologies in Chapter 9 and the Appendix to Chapter 9 in the Handbook. The SCAQMD recommends, however, that lead agencies avoid using the screening tables in Chapter 6 of the Handbook, because the tables were derived using an obsolete version of CARB's mobile source emissions factor inventory (EMFAC7E) instead of the currently approved version (EMFAC2014), and the trip-generation characteristics of the land uses identified in the Chapter 6 screening tables were based on the fifth edition of the Institute of Transportation Engineers Trip Generation Manual, and not the most current (sixth) edition. Further, SCAQMD recommends that lead agencies avoid using the on-road mobile source emission factors in Table A9-5-J1 through A9-5-L in the Handbook; instead, the SCAQMD recommends using other approved models to calculate emissions from land use projects, such as CalEEMOD.⁵

In June 2003, the SCAQMD published the Localized Significance Threshold Methodology that is intended to provide voluntary guidance for lead agencies in analyzing localized air quality impacts from projects.⁶ This guidance was updated in July 2008 to incorporate additional recommendations regarding PM_{2.5} emissions.⁷

Southern California Association of Governments (SCAG)

While Southern California is a leader in reducing emissions and ambient levels of air pollutants are improving, the SCAG region continues to have the worst air quality in the nation. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities in an area covering more than 38,000 square miles. On April 7, 2016, SCAG adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which includes policies that promote actions to help the region confront congestion and mobility issues, and consequently, improve air quality.⁸ The 2016-2040 RTP/SCS charts a course for closely integrating land use and transportation planning, including in areas defined as High Quality Transit Areas.

High Quality Transit Areas are areas with rail transit service or bus service peak headways of less than 15 minutes. It outlines \$556.5 billion in transportation system investments through

⁵ SCAQMD, *CEQA Air Quality Handbook*, November 1993.

⁶ SCAQMD, *Final Localized Significance Threshold Methodology*, July 2008.

⁷ SCAQMD, *Final Methodology to Calculate Particulate Matter (PM) 2.5 and PM2.5 Significance Thresholds*, October 2006.

⁸ SCAG, *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy*, April 2016.

2040. Major themes in the 2016-2040 RTP/SCS that are relevant to the Proposed Project include integrating strategies for land use and transportation, striving for sustainability, protecting and preserving the existing transportation infrastructure, increasing capacity through improved system management, and giving people more transportation choices.

3.2.1.4. Local

City of Los Angeles General Plan Air Quality Element

The principal objective of the Air Quality Element of the General Plan is to aid the region in attaining the State and federal ambient air quality standards while continuing economic growth and improvement in the quality of life afforded to City residents. The Air Quality Element also documents how the City will implement local programs contained in the General Plan. Goals, objectives, and policies of the Air Quality Element applicable to the Proposed Project are listed in Table 3.2.2.

Los Angeles County Metropolitan Transportation Authority (Metro)

Metro recently implemented several policies and plans aimed at improving system-wide sustainability and minimizing detrimental air quality and climate change impacts from operations and new projects, collectively overseen by the Countywide Sustainability Planning Program. These policies and plans constitute the framework for the Metro Climate Action and Adaptation Plan, which is Metro's foundation for its Sustainability Implementation Plan.^{9,10} Strategies for achieving the objectives set forth in the Metro Climate Action and Adaptation Plan were analyzed in the Metro Energy and Resource Report.¹¹ The Metro policies and plans that most directly apply to reducing emissions of air pollutants that would result from implementation of the Proposed Project include the Energy and Sustainability Policy, Construction Demolition Debris Recycling and Reuse Policy, Environmental Policy, and the Green Construction Policy, all of which are incorporated into the Metro Countywide Sustainability Planning Policy and Implementation Plan.^{12,13,14,15}

⁹Metro, *Climate Action and Adaptation Plan*, June 2012.

¹⁰Metro, *Countywide Sustainability Planning Policy and Implementation Plan*, December 2012.

¹¹Metro, *Energy and Resource Report*, 2016.

¹²Metro, *Energy and Sustainability Policy*, June 2007.

¹³Metro, *Construction and Demolition Debris Recycling and Reuse Policy*, December 2007.

¹⁴Metro, *Environmental Policy*, August 2009.

¹⁵Metro, *Green Construction Policy*, August 2011.

Table 3.2.2. City of Los Angeles General Plan Air Quality Goals, Objectives, and Policies

Goal/Objective/Policy	Goal/Objective/Policy Description
Goal 1	Good air quality and mobility in an environment of continued population growth and healthy economic structure.
Objective 1.3	It is the objective of the City of Los Angeles to reduce particulate air pollutants emanating from unpaved areas, parking lots and construction sites.
Policy 1.3.1	Minimize particulate matter emissions from construction sites.
Goal 2	Less reliance on single-occupant vehicles with fewer commute and non-work trips.
Objective 2.1	It is the objective of the City of Los Angeles to reduce work trips as a step towards attaining trip reduction objectives necessary to achieve regional air quality goals.
Policy 2.1.1	Utilize compressed work weeks and flex time, telecommuting, carpooling, vanpooling, public transit, and improve walking/bicycling related facilities in order to reduce Vehicle Trips and Vehicle Miles Traveled (VMT) as an employer and encourage the private sector to do the same to reduce work trips and traffic congestion.
Goal 3	Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand-management techniques.
Objective 3.2	It is the objective of the City of Los Angeles to reduce vehicular traffic during peak periods.
Policy 3.2.1	Manage traffic congestion during peak periods.
Goal 4	Minimal impact of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.
Objective 4.1	It is the objective of the City of Los Angeles to include the regional attainment of ambient air quality standards as a primary consideration in land use planning.
Policy 4.1.1	Coordinate with all appropriate regional agencies the implementation of strategies for the integration of land use, transportation, and air quality policies.
Objective 4.2	It is the objective of the City of Los Angeles to reduce vehicle trips and VMT associated with land use patterns.
Policy 4.2.2	Improve accessibility for the City's residents to places of employment, shopping centers and other establishments.
Policy 4.2.3	Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.
Policy 4.2.4	Require that air quality impacts be a consideration in the review and approval of all discretionary projects.
Policy 4.2.5	Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.

Source: City of Los Angeles, 1992.

Strategies outlined in the Environmental Policy to reduce air quality impacts include, but are not limited to: compliance with all environmental federal, State, and local laws and regulations; restoration of the environment by providing mitigation, corrective action, and monitoring to ensure that environmental commitments are implemented; avoidance of environmental degradation by minimizing releases to air, water, and land; prevention of pollution and conservation of resources by reducing waste and reusing materials; and ensuring that the planning, design, construction and operation of facilities and services consider environmental protection and sustainable features.

Metro's Environmental Policy was prepared to provide guidance in identifying potential environmental impacts generated by: development activities and developing mitigation measures to address those impacts; operating and maintaining Metro vehicles and facilities to minimize negative impacts on the environment; reducing consumption of natural resources; and reducing and/or diverting the amount of solid waste going to landfills. Metro is committed to planning and constructing projects and operating and maintaining facilities and vehicles in a manner that will protect human health and the environment.

Metro adopted the Green Construction Policy in 2011 to reduce environmental impacts from construction activities associated with Metro projects. Implementation updates were published in 2013 and 2015.^{16,17} The policy provides requirements for identifying and mitigating air emission impacts on human health, the environment, and the climate of on-road and off-road construction equipment and generators used in construction and development activities; implementing appropriate Best Management Practices (BMPs) to complement equipment mitigations; and implementing strategies to ensure compliance with applicable rules and regulations. The Green Construction Policy included requirements for off-road construction equipment to meet Tier 4 off-road emission standards where feasible or be outfitted with Best Available Control Technology (BACT) devices certified by CARB; on-road heavy-duty diesel trucks or equipment with a gross vehicle weight rating of 19,500 pounds or greater to comply with USEPA 2007 on-road emission standards for PM and NOx; and for the utilization of grid-based electric power at any construction site where feasible.

BMPs in the Green Construction policy include, but are not limited to: maintaining equipment according to manufacturer's specifications; restricting idling of construction equipment and on-road heavy-duty trucks to a maximum of five minutes when not in use; use of diesel particulate traps or BACT as feasible; configuration of haul routes to conform to local requirements to minimize traversing through congested streets, near sensitive receptor areas, and during peak traffic periods; and limiting traffic speeds on unpaved roads to less than 15 miles per hour.

3.2.2. EXISTING SETTING

3.2.2.1. Air Pollution Climatology

The Project Site is located within the Los Angeles County portion of the Basin. The Basin is in an area of high air pollution potential due to its climate and topography. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The Basin experiences warm summers, mild winters, infrequent rainfall, light winds and moderate humidity. This usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or easterly Santa Ana winds. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high San Gabriel, San Bernardino, and San Jacinto Mountains around the rest of its perimeter. The

¹⁶Metro, *Update on Green Construction Policy Implementation*, March 27, 2013.

¹⁷Metro, *Update on Green Construction Policy Implementation*, August 6, 2015.

mountains and hills within the area contribute to the variation of rainfall, temperature and winds throughout the region.

The Basin experiences frequent temperature inversions. Temperature typically decreases with height. However, under inversion conditions, temperature increases as altitude increases, thereby preventing air close to the ground from mixing with the air above it. As a result, air pollutants are trapped near the ground. During the summer, air quality problems are created due to the interaction between the ocean surface and the lower layer of the atmosphere. This interaction creates a moist marine layer. An upper layer of warm air mass forms over the cool marine layer, preventing air pollutants from dispersing upward. Additionally, hydrocarbons and NO₂ react under strong sunlight, creating smog. Light, daytime winds, predominantly from the west, further aggravate the condition by driving air pollutants inland, toward the mountains.

During the fall and winter, air quality problems are created due to CO and NO₂ emissions. CO concentrations are generally worse in the morning and late evening. In the morning, CO levels are relatively high due to cold temperatures and the large number of cars traveling. High CO levels during the late evenings are a result of stagnant atmospheric conditions trapping CO in the area. Since CO emissions are produced almost entirely from automobiles, the highest CO concentrations in the Basin are associated with heavy traffic. NO₂ concentrations are also generally higher during fall and winter days.

3.2.2.2. Local Climate

The mountains and hills within the Basin contribute to the variation of rainfall, temperature, and winds throughout the region. The closest meteorological monitoring station to the Project Site is located at 1630 North Main Street, approximately one mile north of the Proposed Project. According to data obtained from the SCAQMD, the average wind speed in the vicinity of the Proposed Project is approximately 5.2 miles per hour, with calm winds occurring only 0.6 percent of the time. Wind in the vicinity of the Project Site predominately blows from the west and southwest diurnally, and switches direction blowing predominantly from the northeast at night.¹⁸

The nearest climatological data monitoring station to the Proposed Project is located at the University of Southern California campus, approximately 3.7 miles southwest of the Project Site. The annual average temperature recorded near the Proposed Project is 65.4 degree Fahrenheit (°F).¹⁹ The average winter temperature is 58.2°F and the average summer temperature is 72.7°F. Total precipitation averages approximately 14.9 inches annually. Precipitation occurs mostly during the winter and relatively infrequently during the summer. Precipitation averages 9.9 inches during the winter, 2.9 inches during the spring, 1.9 inches during the fall, and less than one-half inch during the summer.²⁰

3.2.2.3. Air Monitoring Data

SCAQMD monitors air quality conditions at 38 locations throughout the Basin, which is regionally divided into subareas referred to as Source Receptor Areas (SRAs). The Proposed

¹⁸SCAQMD, *Meteorological Data for AERMOD Applications*, November 2017.

¹⁹Western Regional Climate Center, *Local Climate Data Summaries for the Western U.S.*, November 2017.

²⁰Ibid.

Project is situated in SRA 1 Central Los Angeles County; air quality within SRA 1 is characterized by pollutant concentrations measured at the Los Angeles – North Main Street Station, located at 1630 North Main Street approximately one mile north of the Proposed Project. The station monitors ambient air concentrations of O₃, NO₂, PM₁₀, and PM_{2.5}. As of 2014, the SCAQMD ceased recording and publishing ambient CO and SO₂ concentrations throughout the Basin following an extended period of demonstrated attainment without any air quality violations. Existing criteria pollutant concentrations are shown in Table 3.2.3.

Table 3.2.3. Ambient Air Quality Data

Pollutant	Air Quality Standards & Comparative Metrics	2014	2015	2016
Ozone (O ₃)	Maximum 1-hr Average Concentration (ppm)	0.113	0.104	0.103
	Days > 0.090 ppm (State 1-hr Standard)	3	2	2
	Maximum 8-hr Average Concentration (ppm)	0.094	0.074	0.078
	Days > 0.070 ppm (State/Federal 8-hr Standard)	6	6	4
Nitrogen Dioxide (NO ₂)	Maximum 1-hr Average Concentration (ppm)	0.082	0.079	0.065
	Days > 0.18 ppm (State 1-hr Standard)	0	0	0
	Days > 0.100 ppm (Federal 1-hr Standard)	0	0	0
	Annual Average Concentration (ppm)	0.022	0.022	0.020
	Exceed 0.030 ppm? (State Annual Standard)	No	No	No
	Exceed 0.053 ppm? (Federal Annual Standard)	No	No	No
Respirable Particulate Matter (PM ₁₀)	Maximum 24-hr Average Concentration (µg/m ³)	86.8	88.5	74.6
	Days > 50 µg/m ³ (State 24-hr Standard)	38	30	21
	Annual Average Concentration (µg/m ³)	30.6	27.1	25.8
	Exceed 20.0 µg/m ³ ? (State Annual Standard)	Yes	Yes	Yes
Fine Particulate Matter (PM _{2.5})	Maximum 24-hr Average Concentration (µg/m ³)	65.0	70.3	49.4
	Days > 35 µg/m ³ (Federal 24-hr Standard)	6	7	2
	Annual Average Concentration (µg/m ³)	N/A	12.5	12.0
	Exceed 12.0 µg/m ³ ? (State/Federal Standard)	N/A	Yes	No

Source: CARB, 2017.

Neither State nor federal NO₂ standards were exceeded at the North Main Street monitoring station during the three-year period between 2014 and 2016. The eight-hour State and federal standard for O₃ and the one-hour State standard for O₃ were exceeded during this three-year period. The 24-hour and annual average State PM₁₀ standards were exceeded numerous times throughout the three-year period. The 24-hour federal standard for PM_{2.5} was exceeded each year during this period, and the annual average PM_{2.5} standard was exceeded in 2015. The air monitoring data are consistent with the attainment status designations presented in Table 3.2.1.

3.2.2.4. Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. CARB has identified the following groups who are most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes and people with cardiovascular and chronic

respiratory diseases.²¹ The SCAQMD identifies sensitive land uses as residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.²² As shown in Figure 3.2.2, the closest sensitive receptor is the OSF residential development located along the western boundary of the Project Site. The OSF development contains approximately 450 dwelling units. No other sensitive receptors have been identified within 25 meters (approximately 80 feet) of the Project Site.

3.2.3. THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines, the Proposed Project would have a significant impact related to air quality if it would:

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

The SCAQMD has promulgated significance thresholds to assist in the significance determination process for CEQA air quality assessments.²³ The thresholds were devised to provide environmental professionals with quantitative metrics for determining the potential significance of air pollutant emissions within the Basin. The SCAQMD thresholds are considered when addressing potential environmental impacts related to regional air quality. In addition to the regional significance thresholds above, the SCAQMD has developed specific CEQA localized significance thresholds (LSTs) applicable to on-site emission sources to protect sensitive receptors in close proximity to construction sites from exposure to substantial concentrations of O₃ precursors and criteria pollutants.

²¹CARB, *Air Quality and Land Use Handbook: A Community Health Perspective*, April 2005.

²²SCAQMD, *CEQA Air Quality Handbook*, November 1993.

²³SCAQMD, *Air Quality Significance Thresholds*, March 2015.

Figure 3.2.2 Sensitive Receptor Locations



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

The *SCAQMD Fact Sheet for Applying CalEEMod Localized Significance Thresholds* and the *Appendix C Mass Rate Lookup Tables* were consulted to determine the appropriate LST values for the air quality assessment.^{24,25} The threshold values used for this analysis are specific to a construction site with a two-acre daily disturbance area based on the construction equipment inventory and a sensitive receptor within 25 meters of the site boundary. These assumptions are consistent with the Proposed Project’s construction scenario, in that maximum daily ground disturbance activity during grading and excavation would require up to two scrapers on the Project Site, each of which can cover an area of one acre per day according to the SCAQMD.²⁶ Furthermore, the OSF residential development is situated along the boundary of the Proposed Project site, and therefore the LST value for the closest receptor proximity is appropriate.

According to the SCAQMD, localized emissions at the Project Site would result in a significant air quality impact if air pollutant concentrations exceed the following threshold values:

- Localized concentrations of CO exceed the one-hour standard of 20 ppm or the eight-hour standard of 9.0 ppm;
- Localized concentrations of NO₂ exceed the one-hour standard of 0.18 ppm; and/or
- Localized concentrations of PM₁₀ or PM_{2.5} exceed 10.4 µg/m³.

In order to address these regional and localized thresholds of significance related to air quality, the SCAQMD established quantitative threshold values for maximum allowable daily emissions of regulated pollutants. The SCAQMD determined that construction and operation of an individual project could release certain quantities of air pollutants into the atmosphere on a daily basis without compromising or conflicting with regional efforts to improve air quality as outlined in the AQMP. Table 3.2.4 presents the regional thresholds for O₃ precursors (VOC), NO_x, CO, SO_x, PM₁₀, and PM_{2.5} during construction and operation. Also shown in Table 3.2.4 are the LST values applicable to construction activities.

Table 3.2.4. SCAQMD Air Quality Significance Thresholds – Mass Daily Thresholds

POLLUTANT	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
CONSTRUCTION						
Regional Threshold (lb/day)	75	100	550	150	150	55
Localized Threshold (lb/day)	--	108	1,048	--	8	5
OPERATION						
Regional Threshold (lb/day)	55	55	550	150	150	55

Note: LST values selected for 2-acre daily disturbance based on equipment inventory and 25-meter receptor distance in SRA 1.

Source: SCAQMD, 2015; 2009.

• SCAQMD, *Fact Sheet for Applying CalEEMod to Localized Significance Thresholds*, 2013.
 • SCAQMD, *Localized Significance Threshold Appendix C - Mass Rate LST Look-Up Table*, October 2009.
 • SCAQMD, *Fact Sheet for Applying CalEEMod to Localized Significance Thresholds*, 2013.

Additionally, the SCAQMD has stated that a project would have a significant impact on the environment related to air quality if emissions of TACs result in a sensitive receptor exposure exceeding a Maximum Incremental Cancer Risk of 10 in one million, a Cancer Burden of 0.5 excess cancer cases, or a Chronic or Acute Hazard Index of 1.0.²⁷ The primary TAC associated with construction of the Proposed Project would be diesel PM emitted by heavy duty equipment and haul trucks. No specific regulatory threshold has been established for assessing potential impacts from odors.

3.2.4. IMPACT ANALYSIS AND MITIGATION MEASURES

The ensuing discussions address the potential significance of air quality impacts associated with construction and operation of the Proposed Project in accordance with the Appendix G Environmental Checklist criteria. Where appropriate, SCAQMD thresholds are invoked to substantiate the significance determinations.

Impact 3.2.1 Would the Proposed Project conflict with or obstruct implementation of the applicable air quality plan?

Impact Analysis

Less-than-Significant Impact. The following analysis addresses the potential for impacts during construction and operational activities.

Construction

The SCAQMD has responsibility for managing the Basin's air resources and is responsible for bringing the Basin into attainment for federal and state air quality standards. To achieve this goal, the SCAQMD prepares/updates the Basin's 2016 AQMP every four years. The "on-road emissions" 2016 AQMP budgets are developed based on the regional planning documents that are prepared by SCAG. The Proposed Project is included in the 2016-2040 RTP/SCS under Project ID 1TL0703. The 2016-2040 RTP/SCS was found by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) to be in conformity with the State Implementation Plan on June 1, 2016.

The 2016 AQMP emissions budget is also based on growth projections assessed in the 2016–2040 RTP/SCS related to population and employment, and associated vehicle miles traveled (VMT). According to SCAQMD, there are two key indicators of consistency with the 2016 AQMP: 1) whether the Proposed Project would result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the 2016 AQMP; and 2) whether the Proposed Project would cause an exceedance of the forecasted growth incorporated into the 2016 AQMP. Construction of the Proposed Project is evaluated in the context of both indicators.

The first consistency indicator is whether the Proposed Project would violate the ambient air quality standards. Construction emissions associated with development of the Proposed

²⁷SCAQMD, *Air Quality Significance Thresholds*, March 2015.

Project would not have a long-term impact on the region's ability to meet California and federal air quality standards. As shown under the impact discussion for Criterion 3.2.2, maximum daily emissions of air pollutants from construction activities would not exceed regional or localized significance threshold values.

In addition, construction activities associated with the Proposed Project would comply with State and local strategies designed to control air pollution, such as SCAQMD Rules 402 and 403 and the Metro Green Construction Policy. SCAQMD Rule 403 requires the watering of unpaved surfaces disturbed by construction activities and limiting vehicle speeds to 15 miles per hour on unpaved surfaces. The Metro Green Construction Policy requires the use of heavy-duty construction equipment meeting Tier 4 engine specifications. These assumptions were built into the emissions modeling. By adhering to the stringent SCAQMD and Metro rules and regulations pertaining to fugitive dust control and maintaining maximum daily emissions below SCAQMD mass daily thresholds, construction activities associated with the Proposed Project would not conflict with or obstruct implementation of the goals and objectives of the 2016 AQMP to improve air quality in the Basin.

The second consistency indicator is whether the Proposed Project would exceed the regional growth assumptions incorporated into the applicable air quality plan. A large-scale individual project could potentially exceed assumptions in the air quality plan if it resulted in a zoning change that resulted in disproportionate growth relative to the land use types analyzed in the air quality plan. However, the air quality plan focuses on long-term, operational sources of air pollutants that contribute to the regional emission inventory. Short-term, temporary emissions associated with construction activities would not conflict with the air quality plan so long as no SCAQMD thresholds of significance are exceeded. As shown in Table 3.2.5 under Criterion 3.2.2, construction activities would not generate daily air pollutant emissions of sufficient magnitude to exceed any applicable threshold of significance. Therefore, the Proposed Project would result in less-than-significant impacts related to the conflict or implementation of the applicable air quality plan during construction.

Operations

Operation of the Proposed Project would involve train travel through the expanded Division 20 Rail Yard portal and storage of rail cars within the existing and proposed turnback facilities. Implementation of the Proposed Project would increase the number of trains stored in the Division 20 Rail Yard from 104 to 282. However, the trains are powered by electric propulsion and do not constitute mobile sources of air pollutant emissions.

There would be approximately 107 additional employees at the Project Site upon commencement of operations of the Proposed Project. Employees would arrive through a combination of single-occupancy vehicles, carpools, and public transit. The additional vehicle trips would not represent a substantial incremental increase relative to existing operational activities; conservatively assuming that all additional employees would commute individually, the 107 daily vehicle trips would generate daily emissions of approximately 0.5 pounds VOC, 0.4 pounds NO_x, 4.7 pounds CO, less than 0.1 pounds SO_x, 0.2 pounds PM₁₀, and 0.1 pounds PM_{2.5}. Daily mass emissions are substantially below the applicable SCAQMD operational Air Quality Significance Thresholds, therefore mobile source emissions would be less-than-significant.

In addition, the Proposed Project would allow Metro to operate the Purple Line Extension at full capacity and improve headways for the Purple and Red Lines. The Purple Line Extension would extend the existing Metro Purple Line heavy rail transit subway from its current terminus at Wilshire/Western Station to a new western terminus near the West Los Angeles Veterans Administration Hospital. According to the Westside Subway Extension Record of Decision, the Metro Purple Line Extension, “will reduce congestion by providing reliable, higher speed transit service. During peak periods, rail operating speeds are faster than speeds for a comparable trip by automobile, providing more reliability in travel time variation. The improved convenience of transit improvements in the corridor would encourage use of a public transit alternative that would reduce daily vehicle trips, VMT, and congestion on roadways.”²⁸ Importantly for regional air quality, the Proposed Project would assist in reductions in regional VMT and associated pollutant emissions.

The Proposed Project would thus not have the potential to conflict with or obstruct implementation of the 2016 AQMP. Therefore, the Proposed Project would result in less-than-significant impacts related to implementation of the applicable air quality plan during operations.

Mitigation Measures

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

Impact 3.2.2 Would the Proposed Project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Impact Analysis

Less-than-Significant Impact. The following analysis addresses the potential for impacts during construction and operational activities.

Construction

Construction of the Proposed Project is anticipated to begin in early Spring 2019 and finish in Fall 2023, followed by several months of testing and commissioning prior to opening for use in November 2023. General activity phases that would occur during construction of the Proposed Project include demolition of structures and widening of the existing Division 20 portal, modification of the existing 1st Street Bridge, grading and excavation to level the Project Site, installation of the new storage tracks, and construction of the turnback tracks and installation of a new TPSS and emergency backup power generator. It is proposed that the first two phases of construction activity may utilize up to eight pieces of construction equipment per day, and that the latter two phases of construction activity would utilize up to 10 pieces of construction equipment per day.

As a conservative approach, the air quality impact assessment assumed that the entire equipment inventory for each phase would be operating continuously for eight hours per day to estimate maximum potential emissions of air pollutants during a shift. It is highly unlikely that

²⁸FTA, *Environmental Record of Decision for the Westside Subway Extension*, August 9, 2012.

during the course of a shift all construction equipment would be utilized simultaneously and continuously without any breaks. However, to characterize maximum possible emissions that could occur over a given day taking into account dual shifts and overlap of construction activities, the air quality impact assessment also considers the additive emissions from the successive construction activities with the greatest magnitude of emissions (Demolition/Portal Widening + Excavation/Grading). This extreme hypothetical parameterization represents the worst-case scenario that is reasonably foreseeable within a day of construction activity.

Demolition activities would raze and remove approximately 306,875 square feet of existing building structures resulting in a maximum of 15 truckloads per day, and excavation would involve the displacement and disposal of approximately 100,000 cubic yards of material at an off-site facility resulting in a maximum of 25 truckloads per day. It was assumed that installation of the new storage tracks and construction of the turnback facility would require a maximum of 10 truckloads of material deliveries per day for the purposes of emissions modeling. Overlapping activities could generate up to 50 truck trips per day. Detailed CalEEMod emissions modeling output files containing input data can be found in the Air Quality and Greenhouse Gas Technical Memorandum.

Construction of the Proposed Project would have a potentially significant air quality impact under this criterion if maximum daily emissions of any regulated pollutant would exceed the applicable SCAQMD thresholds presented in Table 3.2.4. Daily emissions of regulated pollutants were quantified for each phase of construction activity involved with implementation of the Proposed Project. Refer to Table 3.2.5 below for a comparison of the maximum daily emissions during each phase of construction to the applicable SCAQMD thresholds. Table 3.2.5 includes a comparison of both regional (total) and localized (on-site sources only) emissions to applicable thresholds.

Results of the construction activity emissions modeling presented in Table 3.2.5 demonstrate that maximum daily emissions of air pollutants would not exceed any applicable regional or localized significance threshold values throughout the duration of Proposed Project construction during any single phase, or even under a hypothetical scenario when the phases overlapped. Additionally, maximum possible daily emissions accounting for dual shifts and construction activity overlap would remain below applicable SCAQMD regional and localized mass daily thresholds. Construction equipment and activities would be required to adhere to the provisions of the Metro Green Construction Policy, thereby reducing potential environmental impacts through the utilization of equipment engines meeting Tier 4 emission standards.

Table 3.2.5. Maximum Daily Emissions – Proposed Project Construction

Phase	Daily Emissions (Pounds Per Day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
DEMOLITION & PORTAL WIDENING						
On-Site Emissions	0.6	2.5	31.0	0.1	1.3	0.3
Off-Site Emissions	0.7	9.6	5.6	<0.1	1.4	0.4
Total	1.3	12.2	36.6	0.1	2.7	0.7
EXCAVATION & GRADING						
On-Site Emissions	0.8	3.3	33.0	0.1	3.5	1.5
Off-Site Emissions	0.9	15.8	7.0	<0.1	2.6	0.7
Total	1.7	19.1	40.0	0.1	6.1	2.2
INSTALLATION OF STORAGE TRACKS AND MOW BUILDING RENOVATIONS						
On-Site Emissions	0.5	4.0	24.0	<0.1	0.1	0.1
Off-Site Emissions	0.5	4.5	4.4	<0.1	1.1	0.3
Total	1.0	8.5	28.4	<0.1	1.2	0.4
CONSTRUCTION OF TURNBACK FACILITIES						
On-Site Emissions	0.4	3.2	19.0	<0.1	<0.1	<0.1
Off-Site Emissions	0.4	3.9	3.8	<0.1	1.0	0.3
Total	0.8	7.1	22.7	<0.1	1.1	0.3
REGIONAL ANALYSIS						
Maximum Regional Daily Emissions	1.7	19.1	40.0	0.1	6.1	2.1
Regional Significance Threshold	75	100	550	150	150	55
Exceed Regional Threshold?	No	No	No	No	No	No
Maximum Possible Overlap – Regional						
Maximum Possible Overlap – Regional	3.0	31.3	76.6	0.2	8.8	2.9
Regional Significance Threshold	75	100	550	150	150	55
Exceed Regional Threshold?	No	No	No	No	No	No
LOCALIZED ANALYSIS						
Maximum Localized Daily Emissions	--	4.0	33.0	--	3.5	1.5
Localized Significance Threshold	--	108	1,048	--	8	5
Exceed Localized Threshold?	--	No	No	--	No	No
Maximum Possible Overlap – Localized						
Maximum Possible Overlap – Localized	--	7.3	64.0	--	4.8	1.8
Localized Significance Threshold	--	108	1,048	--	8	5
Exceed Localized Threshold?	--	No	No	--	No	No

Note: LST values are for 2-acre site and 25-meter receptor proximity in SRA 1.

Source: Terry A. Hayes Associates Inc., 2017.

The results of emissions modeling presented in Table 3.2.5 demonstrate that maximum daily emissions would be below the applicable SCAQMD thresholds for both regional and localized emissions during construction activities. Even under a hypothetical worst-case scenario with construction phase overlap, maximum daily emissions would remain below the regional and localized threshold values. Therefore, the Proposed Project would result in a less-than-significant impact related to violating an air quality standard during construction.

Operations

Operation of the Proposed Project would involve train travel through the expanded Division 20 Rail Yard portal and storage of rail cars within the existing and proposed turnback facilities. Implementation of the Proposed Project would increase the number of trains stored in the Division 20 Rail Yard from 104 to 282. However, the trains are powered by electric propulsion

and do not constitute mobile sources of air pollutant emissions. For a discussion of the Proposed Project's impact see Section 3.4 Energy Resources.

There would be approximately 107 additional employees at the Project Site after completion of the Proposed Project. Employees would arrive through a combination of single-occupancy vehicles, carpools, and public transit. As previously discussed, related emissions would not be significant. Conservatively assuming that all additional employees would commute individually, the 107 daily vehicle trips would generate daily emissions of approximately 1.0 pounds VOC, 0.7 pounds NO_x, 9.3 pounds CO, less than 0.1 pounds SO_x, 0.4 pounds PM₁₀, and 0.2 pounds PM_{2.5}. Daily mass emissions are substantially below the applicable SCAQMD thresholds. Implementation of the Proposed Project would accommodate expanded storage capacity for the Metro Red and Purple Lines but would not independently expand current Metro rail operations. The Proposed Project would thus not have the potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation. Therefore, the Proposed Project would result in a less-than-significant impact related to violating an air quality standard during operations.

Mitigation Measures

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

Impact 3.2.3 Would the Proposed Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Impact Analysis

Less-than-Significant Impact. The following analysis addresses the potential for impacts during construction and operational activities.

Construction

The Basin region is currently designated as nonattainment of the federal and State ambient air quality standards for O₃, PM₁₀, and PM_{2.5}. Therefore, there is an ongoing regional cumulative impact associated with these air pollutants. Taking into account the existing environmental conditions, SCAQMD promulgated guidance that an individual project can emit allowable quantities of these pollutants on a regional scale without significantly contributing to the cumulative impacts. SCAQMD has indicated that the project-level thresholds may be used as an indicator to determine if project emissions contribute considerably to an existing cumulative impact.²⁹ Therefore, the Proposed Project would be considered cumulatively considerable if its implementation resulted in daily emissions of VOC, NO_x, PM₁₀, or PM_{2.5} that exceeded applicable SCAQMD mass daily thresholds of significance during construction activities.

²⁹SCAQMD, *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution Appendix D: Cumulative Impact Analysis Requirements Pursuant to CEQA*, August 2003.

As discussed above and shown in Table 3.2.5, air pollutant emissions associated with construction of the Proposed Project would not exceed any applicable SCAQMD thresholds. Despite the region being designated nonattainment of the ambient air quality standards for O₃, PM₁₀, and PM_{2.5}, SCAQMD does not consider individual project emissions of lesser magnitude than the mass daily thresholds to be cumulatively considerable. Furthermore, construction activities required for implementation of the Proposed Project would adhere to the stringent requirements of the Metro Green Construction Policy, implementing numerous best management practices and effective control technologies to reduce regional and localized air quality impacts. Therefore, the Proposed Project would result in a less-than-significant impact related to cumulatively considerable net increases of nonattainment pollutants during construction.

Operations

The Basin region is currently designated as nonattainment of the federal and California ambient air quality standards for O₃, PM₁₀, and PM_{2.5}. Therefore, there is an ongoing regional cumulative impact associated with these air pollutants. Taking into account the existing environmental conditions, SCAQMD promulgated guidance that an individual project can emit allowable quantities of these pollutants on a regional scale without significantly contributing to the cumulative impacts. SCAQMD has indicated that the project-level thresholds may be used as an indicator to determine if project emissions contribute considerably to an existing cumulative impact.³⁰ Therefore, the Proposed Project would be considered cumulatively considerable if its implementation resulted in daily emissions of VOC, NO_x, PM₁₀, or PM_{2.5} that exceeded applicable SCAQMD mass daily thresholds of significance during future operations.

Operation of the Proposed Project would involve train travel through the expanded Division 20 Rail Yard portal and storage of rail cars. Implementation of the Proposed Project would increase the number of trains stored in the Division 20 Rail Yard from 104 to 282. However, the trains are powered by electric propulsion and do not constitute mobile sources of air pollutant emissions. There would be approximately 107 additional employees at the Project Site after completion of the Proposed Project. Employees would arrive through a combination of single-occupancy vehicles, carpools, and public transit.

As previously discussed, related emissions would not be significant. Implementation of the Proposed Project would accommodate expanded storage capacity for the Metro Red and Purple Lines but would not independently expand current Metro rail operations. Operation of the Proposed Project would not generate new substantial source of O₃ precursors or particulate matter. Operation of the Proposed Project would not have the potential to result in a cumulatively considerable net increase in emissions of O₃ precursors or particulate matter. Therefore, the Proposed Project would result in a less-than-significant impact related to cumulatively considerable net increases of nonattainment pollutants during operations.

³⁰SCAQMD, *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution Appendix D: Cumulative Impact Analysis Requirements Pursuant to CEQA*, August 2003.

Mitigation Measures

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

Impact 3.2.4 Would the Proposed Project expose sensitive receptors to substantial pollutant concentrations?

Impact Analysis

Less-than-Significant Impact. The following analysis addresses the potential for impacts during construction and operational activities.

Construction

The nearest land uses that are considered sensitive receptors are the OSF residential apartments situated adjacent to the west and south of the southern portion of the Project Site along Santa Fe Avenue between 1st and 4th Streets; these residential uses share a property line with the Proposed Project. The SCAQMD designed its construction LST values to prevent the occurrence of substantial pollutant concentrations from reaching sensitive receptors near construction sites. The LST values were derived to ensure that localized emissions would not expose sensitive receptors to air pollutant concentrations that could cause public health concerns or create pollutant hot spots. As shown in Table 3.2.5, construction activities associated with implementation of the Proposed Project would not generate localized emissions from on-site sources of sufficient magnitude to exceed any applicable SCAQMD LST value. Additionally, construction activities would be subject to the provisions of the Metro Green Construction Policy and all applicable SCAQMD Rules and Regulations, including Rule 401 (Visible Emissions) and Rule 403 (Fugitive Dust). Construction of the Proposed Project would not have the potential to expose sensitive receptors to substantial pollutant concentrations.

Further, according to wind direction data obtained from SCAQMD meteorological station located at 1630 North Main Street—approximately one mile north of the Project Site—daytime winds during construction hours blow predominantly from the west, southwest, and south, which would transport emissions in the opposite direction of sensitive receptors. Existing and future wind conditions often vary, which could result in no wind or wind blowing occasionally towards OSF.

Therefore, the Proposed Project would result in a less-than-significant impact related to the exposure of sensitive receptors to substantial pollutant concentrations during construction.

Operations

Operation of the Proposed Project would involve train travel through the expanded Division 20 Rail Yard portal and storage of rail cars within the existing and proposed turnback facilities. Implementation of the Proposed Project would increase the number of trains stored in the Division 20 Rail Yard from 104 to 282. However, the trains are powered by electric propulsion and do not constitute mobile sources of air pollutant emissions. There would be approximately 107 additional employees at the Project Site after completion of the Proposed Project. Employees would arrive through a combination of single-occupancy vehicles,

carpools, and public transit. As previously discussed, related emissions would not be significant. Implementation of the Proposed Project would accommodate expanded storage capacity for the Metro Red and Purple Lines but would not independently expand current Metro rail operations.

The portal widening requires a new ventilation shaft building to be installed on the parcel currently occupied by LAPD Viertel's Central Division Police Garage. The building would house three fans that would only operate in the event of an emergency such as a fire. Emergency operation of the fans due to fire is unlikely to occur and the potential for exposure to substantial pollutant concentrations resulting from fires is low. Furthermore, the average wind speed in the vicinity of the Proposed Project is approximately 5.2 miles per hour, with calm winds occurring approximately only 0.6 percent of the time. Wind in the vicinity of the Project Site predominately blows from the west and southwest diurnally, and switches direction blowing predominantly from the northeast at night. Residences are located approximately 1,000 feet to the east and 1,300 feet to the south of the vent shaft. In the event of pollutant release, it is anticipated that the smoke plume would be dispersed, and pollutant concentrations would be minimal before reaching the nearest sensitive land uses.

Operation of the Proposed Project would not have the potential to result in exposure of sensitive receptors to substantial pollutant concentrations. Therefore, the Proposed Project would result in a less-than-significant impact related to the exposure of sensitive receptors to substantial pollutant concentrations during operations.

Mitigation Measures

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

Impact 3.2.5 Would the Proposed Project create objectionable odors affecting a substantial number of people?

Impact Analysis

Less-than-Significant Impact. The following analysis addresses the potential for impacts during construction and operational activities.

Construction

Sources that may potentially emit odors during construction activities include equipment exhaust and architectural coatings, as well as volatile soil contamination in the subsurface if it were to become disturbed during construction activities. Odors from these sources would be localized and generally confined to the immediate area surrounding the Project Site. Construction of the Proposed Project would adhere to the stringent provisions of the Metro Green Construction Policy (e.g., equipment maintenance and inspections, restriction of idling, maintaining buffer zones where feasible) and employ best management practices to prevent the occurrence of a nuisance odor in accordance with SCAQMD Rule 402 (Nuisance). The odorous emissions would be typical of most construction sites and temporary in nature. There are no schools or public parks within 500 feet of the Project Site boundary that would be especially susceptible to odors emanating from these sources. Daytime winds most often blow construction fumes away from the residential receptors to the west and south.

Additionally, the construction of the Proposed Project would adhere to all requirements set forth in SCAQMD Rules and Regulations. Therefore, the Proposed Project would result in a less-than-significant impact related to the creation of objectionable odors during construction.

Operations

Land uses and industrial operations commonly associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding.³¹ Operation of the Proposed Project would involve train travel through the expanded Division 20 Rail Yard portal and storage of rail cars within the existing and proposed turnback facilities. Implementation of the Proposed Project would increase the number of trains stored in the Division 20 Rail Yard from 104 to 282. However, the trains are powered by electric propulsion and do not constitute mobile sources of air pollutant emissions. Implementation of the Proposed Project would not generate new stationary or mobile sources of odorous air pollutant emissions, nor would it move any existing sources of odors closer to sensitive receptors in the vicinity of the Project Site. Operation of the Proposed Project would not have the potential to create nuisance odors. Therefore, the Proposed Project would result in a less-than-significant impact related to the the creation of objectionable odors during operations.

Mitigation Measures

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

³¹SCAQMD, *CEQA Air Quality Handbook*, November 1993.

3.3. CULTURAL RESOURCES

This section identifies cultural and paleontological resources present within the Project Site, evaluates the potential project-related impacts on those resources, and provides mitigation measures, as applicable. The information provided herein is based on the results and recommendations contained in Appendix C Historic Resources Technical Memoranda, which includes the Historic Resources Technical Memorandum (C.1), Archaeological Resources Technical Memorandum (C.2), and Paleontological Resources Technical Memorandum (C.3). These appendix files include extensive sourcing and referencing of information used in this section.

3.3.1. REGULATORY FRAMEWORK

Cultural and paleontological resources fall within the jurisdiction of several levels of government. The State and local jurisdictions provide the framework for the identification, documentation, and protection of such resources. CEQA, Section 5024 of the PRC, the City of Los Angeles Cultural Heritage Ordinance (Los Angeles Administrative Code Section 22.130), Section 7050.5 of the Health and Safety Code, and Section 5097.9 of the PRC are the primary laws that govern and affect the preservation of cultural resources of national, State, regional, and local significance. CEQA and Sections 5097.5 and 30244 of the PRC are the primary laws that govern the preservation of paleontological resources at the State level.

3.3.1.1. Federal

National Register of Historic Places (NRHP)

The National Park Service's NRHP is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archeological resources. To determine whether an undertaking could affect NRHP-listed or -eligible properties, cultural resources (including archaeological, historical, and architectural properties) must be inventoried and evaluated for listing in the NRHP. For projects involving a federal agency, cultural resource significance is evaluated in terms of eligibility for listing in the NRHP. For a property to be considered for inclusion in the NRHP, it must meet the criteria for evaluation set forth in Title 36, Part 60.4 of the Code of Federal Regulations (CFR) as follows.

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of design, setting, materials, workmanship, feeling, and association, and

- (a) that are associated with events that have made a significant contribution to the broad patterns of our history; or
- (b) that are associated with the lives of persons significant in our past; or

- (c) that embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master or that possess high artistic values or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- (d) that have yielded, or may be likely to yield, information important in prehistory or history.

Among other criteria considerations, a property that has achieved significance within the last 50 years is not considered eligible for inclusion in the NRHP unless certain exceptional conditions are met.

Section 106 of the National Historic Preservation Act (NHPA)

The NHPA establishes a federal program for the preservation of historic properties throughout the country. Historic properties are defined as those resources that are listed in or eligible for listing in the NRHP. Section 106 of the NHPA, and its implementing regulations, 36 CFR Part 800 "Protection of Historic Properties," requires that federal agencies must take into account the effects of their actions on historic properties and must afford the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment on their actions. Compliance with Section 106 of the NHPA is required for any federal undertaking, which is defined as a project that:

- Is located on federally-managed lands;
- Receives federal funding; or
- Requires a federal license or federal permit.

Section 106 does not apply to the Proposed Project because there is no federal involvement.

3.3.1.2. State

California Environmental Quality Act (CEQA)

Pursuant to Section 21084.1 of the CEQA Guidelines, the Proposed Project would have a significant adverse environmental impact if it were to "cause a substantial adverse change in the significance of an historical resource." Historical resources include resources listed or determined eligible for listing in the California Register of Historical Resources (CRHR). Generally, the lead agency shall consider a historical resource to be historically significant if the resource meets any of the criteria for listing in the CRHR. According to Title 14 Section 4851 of the CCR, these include properties listed or determined eligible for listing in the NRHP, such as those identified in the Section 106 process, and resources included in a local register of historical resources or identified as significant in a qualified historical resource survey.

In California, fossil remains are considered to be limited, nonrenewable, and sensitive scientific resources and afforded protection under CEQA. Appendix G of the CEQA Guidelines asks whether the project would "directly or indirectly destroy a unique paleontological

resource or site or unique geologic feature.” It also asks whether the project would “eliminate important examples of the major periods of California history or prehistory.”

Title 14 Section 4850 of the CCR defines the term “historical resource” as follows:

Any object, building, structure, site, area, place, record, or manuscript that is historically or archaeologically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural history of California.

As per CEQA Section 15064.5(a)(2) resources included in a local register of historical resources as per PRC Section 5020.1(k) or identified as significant in an historical resource survey meeting the requirements Section 5024.1(g), shall be presumed to be historically or culturally significant. City statutes and guidelines specify how historical resources are to be managed in the context of projects such as the Proposed Project. Briefly, archival and field surveys must be conducted, and identified historical resources must be inventoried and evaluated in prescribed ways.

California Register of Historical Resources (CRHR)

The California State Historic Preservation Officer (SHPO) is tasked, among other duties, with maintaining an inventory of historic properties and the CRHR. Established by PRC Section 5024.1(a) in 1992, the CRHR serves as “an authoritative guide in California to be used by State and local agencies, private groups, and citizens to identify the State’s historical resources and to indicate what properties are to be protected, to the extent feasible, from substantial adverse change.” According to California PRC Section 5024.1(c), the CRHR criteria broadly mirror those of the NRHP. The CRHR criteria are found at PRC Section 5024.1(c) as follows:

An historical resource must be significant at the local, State, or national level, under one or more of the following four criteria:

- 1) It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
- 2) It is associated with the lives of persons important to local, California, or national history; or
- 3) It embodies the distinctive characteristics of a type, period, region, or method or construction, or represents the work of a master, or possesses high artistic values; or
- 4) It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

The minimum age criterion for the CRHR, as with the NRHP, is 50 years. Properties less than 50 years of age may be eligible for listing in the CRHR if it can be demonstrated that sufficient time has passed to understand its historical importance. In addition to meeting one or more

of the historical significance criteria, the resource must possess integrity. Integrity is defined as “the authenticity of an historical resource’s physical identity evidenced by the survival of characteristics that existed during the resource’s period of significance.”

There are several ways for resources to be included in the CRHR. A resource can be listed in the CRHR based upon a nomination and public consideration process. Additionally, a resource that is subject to a discretionary action by a governmental entity will be evaluated for eligibility for the CRHR. As previously stated, properties listed in or formally determined eligible for listing in the NRHP are automatically listed in the CRHR.

California Health and Safety Code, Section 7050.5/Public Resources Code, Section 5097.9

Archaeological sites containing human remains shall be treated in accordance with the provisions of California Health and Safety Code Section 7050.5 and PRC Section 5097.9. Under California Health and Safety Code Section 7050.5, if human remains are discovered during any project activity, the county coroner must be notified immediately. If human remains are exposed, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. Construction must halt in the area of the discovery of human remains, the area of the discovery shall be protected, and consultation and treatment shall occur as prescribed by law. If the remains are determined by the coroner to be Native American, the coroner is responsible for contacting the Native American Heritage Commission (NAHC) within 24 hours. The NAHC, pursuant to Section 5097.98, will immediately notify those persons it believes to be most likely descended from the deceased person so they can inspect the burial site and make recommendations for treatment or disposal.

Public Resources Code Section 21083.2

CEQA, in PRC Section 21083.2, provides that EIRs shall address potential effects on unique archaeological resources. Section 21083.2 further provides guidance on potential mitigation for impacts to unique archaeological resources.

Public Resources Code Sections 5097.5 and 30244

These statutes require reasonable mitigation of adverse impacts to paleontological resources as identified by SHPO resulting from development on State lands (Section 30244), and define the excavation, destruction, or removal of paleontological “sites” or “features” from public lands without the express permission of the jurisdictional agency as a misdemeanor (Section 5097.5). As used in Section 5097, “State lands” refers to lands owned by, or under the jurisdiction of, the State or any State agency. “Public lands” is defined as lands owned by, or under the jurisdiction of, the State, or any city, county, district, authority, or public corporation, or any agency thereof.

3.3.1.3. Local

City of Los Angeles Cultural Heritage Ordinance

By Ordinance Number 178, 402, effective on April 2, 2007, the Los Angeles Cultural Heritage Commission is tasked with performing functions relating to historic and cultural preservation of cites, buildings, or structures that embody heritage, history, and culture of the City (Section 22.171). Among the Commission's responsibilities, it is tasked with compiling and maintaining a current list of all sites that have been designated as HCM (Section 22.171.9). In addition to individual resources, the Commission is also responsible for duties imposed by the Los Angeles Municipal Code Section 12.30.3 relating to Historic Preservation Overlay Zones (HPOZs) (Section 22.171.6). As listed in Section 22.171.7 of Ordinance Number 178,402 a Historic-Cultural Monument can be significant under the following criteria:

- The broad cultural, economic or social history of the nation, State or community is reflected or exemplified;
- Identified with historic personages or with important events in the main currents of national, State or local history;
- Embodies the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period, style or method of construction; or
- A notable work of a master builder, designer, or architect whose individual genius influences his or her age.

SurveyLA, or the Los Angeles Historic Resources Survey, is a comprehensive survey program designed to identify significant historic resources in the City of Los Angeles. Initiated in 2005, when the City of Los Angeles entered into a multi-year grant with the J. Paul Getty Trust, SurveyLA was designed as a planning tool to inform planning decisions and support City policy goals. Field survey work was conducted between July 2010 and January 2017. Results for all 35 Community Plan Areas that comprise the City of Los Angeles have been published as of November 1, 2017.

3.3.2. EXISTING SETTING

The existing setting is industrial. The Proposed Project is located west of the Los Angeles River and the BNSF Railway on and alongside existing Metro operations, between the US-101 freeway to the north and the 4th Street Bridge to the south. The area is in the Community Plan Area of Los Angeles known as Central City North, and locally as the Los Angeles Arts District. North of the 1st Street Bridge and west of the Los Angeles River, the area contains warehouses and parking lots. South of the 1st Street Bridge and west of the Los Angeles River, the area contains warehouses, some of which are now used as educational facilities by SCI-Arc, as well as a multi-use building less than 50 years of age.

3.3.2.1. Cultural Setting

The Proposed Project is in an area with a rich historical and cultural background. A review of the prehistory, history, and ethnography of the general area provides the context for identifying and assessing the historical significance of cultural resources within the Project Site.

Prehistoric Background

Humans have lived in southern California for at least 10,000 years, and several chronologies have been proposed to divide different periods of cultural habitation and development. The most-commonly used cultural chronology divides human occupation of southern California into five broad periods: the Paleoindian Period (10,000 years before present [BP] to 8,000 years BP), the Early Period or Millingstone Horizon (8,000 years BP to 3,000 years BP), the Middle Period or Intermediate Horizon (3,000 years BP to 1,000 years BP), the Late Prehistoric Period (1,000 years BP to year 1770), and the Historic Period (1770 to present). Different patterns and types of material culture distinguish each of these periods.

Large fluted or leaf-shaped projectile points from the Paleoindian Period indicate a reliance on hunting large animals. Human diet during this period probably also included smaller game and harvested plants. Sites representing this period have been found mostly inland at prehistoric lakebeds (i.e., China Lake, Tulare Lake).¹

The Early Period or Millingstone Horizon, as the name suggests, is characterized by the widespread adoption of millingstones including metates and manos used in the preparation of plant and seed-based foods. Subsistence on terrestrial game supplemented the diet of people during this time.² During the Middle Period or Intermediate Horizon, subsistence expanded to a greater diversity of plant and animal foods. Tools used during this period included mortars and pestles likely indicating a new reliance on hard nut foods like acorns.³

During the Late Prehistoric Period, the Gabrieleno, Acjachemen (Juaneño), and Payómkawichum (Luiseño) lived throughout much of the southern California coastal area extending from present-day southern Los Angeles County to northern San Diego County. Villages among these groups were permanent to semi-permanent, with seasonal camps.

¹Wallace, W. J., A Suggested Chronology for Southern California Coastal Archaeology, *Southwest Journal of Anthropology* 11(3):214-230, 1955; Post-Pleistocene Archaeology, 9000 to 2000 B.C., *In Handbook of North American Indians, Vol. 8*, edited by Robert F. Heizer, pp. 25-36. Smithsonian Institution, Washington, D.C., 1978.

²Wallace, W. J., Post-Pleistocene Archaeology, 9000 to 2000 B.C., *In Handbook of North American Indians, Vol. 8*, edited by Robert F. Heizer, pp. 25-36. Smithsonian Institution, Washington, D.C., 1978, page 28.

³*Ibid*, page 30.

Among them was Yangna (Ya'angna), a Gabrieleno village located at or near present-day Union Station. During this period, trade networks linking the coast, Channel Islands, mountains, and inland valleys become more complex and significant in shaping cultural practices.⁴

The Historic Period begins with the expansion of Spanish exploration and settlement in California. Critical turning points within this period were the establishment of Mission San Gabriel and the asistencia of Los Angeles, Mexican Independence, secularization of mission lands, the Mexican-American War, and American sovereignty in California. This period witnessed the decimation of native peoples throughout southern California through disease, loss of territories, incorporation into the Spanish mission system, and physical conflict. While some native people survived, many experienced significant losses of culture and traditions despite efforts to maintain them.⁵

Ethnographic Background

The Project Site is situated on lands that were once inhabited by the Gabrieleno, also known as the Tongva. The Gabrieleno come from the Uto-Aztecan (Shoshonean) group that likely entered the Los Angeles Basin as recently as 1,500 years BP from the southern Great Basin or interior California deserts. It is also possible that they migrated in successive waves over a longer period of time beginning around 4,000 years BP. It has been proposed that the Uto-Aztecan speakers displaced local Hokan occupants of the southern coast, as Hokan language speakers in the area are represented by the Chumash to the north and the Diegueño to the south.⁶ Much of the review of the Gabrieleno presented here is based on William McCawley's book, *The First Angelinos*.⁷

The Gabrieleno lived in an area that covered more than 1,500 square miles and encompassed the watersheds of the Los Angeles River, San Gabriel River, Santa Ana River, and Rio Hondo, as well as the southern Channel Islands. There were at least 50 residential communities, or villages, each with 50 to 150 individuals. Each community consisted of one or more lineages associated with a territory represented by a permanent central settlement with associated hunting, fishing, gathering, and ritual areas. A typical settlement would have had a variety of structures used for daily living, recreation, and rituals. In the larger communities, the layout was characterized by a ritualistic or sacred enclosure that was encircled by the residences of the chief and community leaders, around which were smaller homes of the rest of the

⁴Bean, Lowell J., and Florence C. Shipek, Luiseño. In: California, edited by Robert F. Heizer, pages 550–563, *In Handbook of North American Indians*, Vol. 8, William C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C., 1978; McCawley, William, *The First Angelinos: The Gabrieleno Indians of Los Angeles*. Malki Museum Press, Banning, California, and Ballena Press, Novato, California, 1996.

⁵Estrada, W. D., *Sacred and Contested Space: The Los Angeles Plaza*. Ph.D. dissertation, Department of History, University of California, Los Angeles, 2003; McCawley, William, *The First Angelinos: The Gabrieleno Indians of Los Angeles*. Malki Museum Press, Banning, California, and Ballena Press, Novato, California, 1996.

⁶Kroeber, Alfred L., *Handbook of the Indians of California*. Bulletin 78, Bureau of American Ethnology, Smithsonian Institution, Washington, D.C., 1925, pages 578-580.

⁷McCawley, William, *The First Angelinos: The Gabrieleno Indians of Los Angeles*. Malki Museum Press, Banning, California, and Ballena Press, Novato, California, 1996.

community. Sweathouses, cemeteries, and clearings for dancing and ceremonies were also common at larger settlements.⁸

Gabrieleno subsistence made use of the various plant and animal resources within the forests, ocean, rivers, and mountains found within and surrounding their territory. Faunal resources included mule deer, pronghorn, rabbits, small rodents, freshwater and maritime fish and shellfish, sea mammals, snakes, lizards, insects, quail, and mountain sheep. Botanical resources included native grass seeds, pine nuts, acorns, berries, and fresh greens and shoots. Food resources were managed by the chief, who was responsible for food reserves, and families were known to store rations for times when resources were less abundant. A complex trade network among villages and with their neighbors made the Gabrieleno among the most materially wealthy of California's native groups.⁹

The Gabrieleno had many forms of cultural materials, including beads, baskets, bone and stone tools and weapons, shell ornaments, wooden bowls and paddles, and steatite ornament and cooking vessels. These items were also traded frequently, particularly with the neighboring Chumash and Serrano, in exchange for Olivella shell beads, acorns, seeds, deerskins, and obsidian.¹⁰

Like many other Native American groups, the settlement of Europeans in California brought many conflicts and disease as the Spanish sought to claim the lands as their own, and in the process incorporated Native American groups into the mission system. During this time and the subsequent takeover of indigenous territories under Mexican and American rule, Native populations in California, including the Gabrieleno people, experienced significant decline in their populations and cultural traditions.¹¹ Today, the Gabrieleno have a population of about 2,000. The Project Site is located near the historically documented village of Yangna (or group of villages comprising the village community of Yangna).¹²

Historical Background

Europeans first sailed up the coast of California in 1542 as part of a Spanish exploration expedition led by the Portuguese captain, Juan Rodriguez Cabrillo. Spain would not resume in-depth exploration and settlement of the region until much later, when Russian and French encroachment threatened Spain's interests in the territories known as Alta California (Upper California). The return of Spanish presence in California was highlighted by the 1769

⁸McCawley, William, *The First Angelinos: The Gabrielino Indians of Los Angeles*. Malki Museum Press, Banning, California, and Ballena Press, Novato, California, 1996, pages 32-33.

⁹*Ibid*, page 141.

¹⁰Bean, Lowell J., and Charles R. Smith, Gabrielino. In: California, edited by Robert F. Heizer, pages 538-549. *In Handbook of North American Indians*, Vol. 8, William C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C., 1978, page 547.

¹¹Kroeber, Alfred L., *Handbook of the Indians of California*. Bulletin 78, Bureau of American Ethnology, Smithsonian Institution, Washington, D.C., 1925; Castillo, Edward, The Impact of Euro-American Exploration and Settlement. In: California, edited by Robert F. Heizer, pages 99-127. *In Handbook of North American Indians*, Vol. 8, William C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C., 1978.

¹²McCawley, William, *The First Angelinos: The Gabrielino Indians of Los Angeles*. Malki Museum Press, Banning, California, and Ballena Press, Novato, California, 1996, page 57.

expedition led by Captain Gaspar de Portolá.¹³ Shortly thereafter, Spain began to establish a system of pueblos, presidios, ranchos, and missions along the California coast to bolster Spanish settlement and political presence. The Spanish Franciscan missionaries established a system of 21 missions, including the nearby San Gabriel Mission, along El Camino Real, and incorporated much of the Native American population during the process, leading to the decline of the Native population and increasingly hostile relationships between the Europeans and the Native Americans.

As part of this network of Spanish presence, the City of Los Angeles was established in 1781 with 11 families from San Gabriel Mission. Following Mexican independence from Spanish rule in 1821, and the subsequent Mexican-American war that ended in 1848, present-day California came under the jurisdiction of the United States government. The City of Los Angeles experienced extensive growth in the later 19th and early 20th centuries, spurred on by an influx of new settlers looking to strike it rich during the Gold Rush of 1849, and the railroad and oil booms that followed.

Much of the area's development is associated with the railroad lines that were established along their current routes in the latter half of the 19th century. Several railroad facilities came and went to serve the City's rail transportation needs. The first railroad station of Los Angeles was a small wooden structure that opened in 1869 at the corner of present-day Alameda and Commercial Streets, serving the 21-mile alignment of the Los Angeles & San Pedro Railroad. In 1873, the Southern Pacific Railroad acquired the lines and, in 1876, constructed a passenger train station at present-day Los Angeles State Historic Park, also known as the Cornfield. The new station had modern amenities, including restaurants and a hotel. However, the station was built adjacent to the railroad's freight facilities and the city's populace had moved increasingly south. This resulted in the Southern Pacific constructing the Victorian-style Arcade Station in 1888 at the corner of Alameda and 4th Streets and served Los Angeles for approximately 25 years.¹⁴

By 1900, the population of Los Angeles had exceeded 100,000, which included not only American settlers from the east and the descendants of Spanish and Mexican settlers from earlier centuries, but also immigrants from all over the world. By this time, Los Angeles had a fairly sizeable Chinese presence numbering approximately 600, mostly congregated within the boundaries of the current site of Union Station.¹⁵ Here, the Chinese set up restaurants, laundries, general goods stores, and other establishments within a rapidly-growing metropolis, forming what is now known as the historic Chinatown of Los Angeles, located east of Alameda Street, south of Cesar E. Chavez Avenue, west of the Los Angeles River, and north of the US-101 freeway.

¹³Treutlein, Theodore E., *The Portolá Expedition of 1769-1770*. *California Historical Society Quarterly* 47(4), 1968, page 291.

¹⁴Masters, N., *Lost Train Depots of Los Angeles*, KCET, 2013, <https://www.kcet.org/shows/lost-la/lost-train-depots-of-los-angeles>, accessed December 20, 2017.

¹⁵Greenwood, R.S., *Down by the Station: Los Angeles Chinatown 1880-1933*. *Monumenta Archaeologica* 18. Institute of Archaeology. University of California, Los Angeles, 1993, page 20.

During this population boom, the Atchison, Topeka & Santa Fe Railroad also opened a passenger station, named La Grande Station, in 1893.¹⁶ By this time, the permanency of the rail lines of Los Angeles were established, as evidenced by topographic maps from 1894 and 1895, which show that the railroad alignments within the Metro Division 20 Rail Yard have generally remained unchanged since that time. The freight and passenger trains that utilized these lines spurred the economic development of Los Angeles into the 20th century. Central City North was largely undeveloped in the late 1880s, and primarily improved with modest single-story residences interspersed with industrial and commercial business such as Pacific Marble and Granite Co. and the St. James Hotel. The neighborhood also retained many vacant parcels.¹⁷ Yet, with construction of the AT&SF Railway forming the eastern boundary of the neighborhood, industry grew alongside the railway in the late 1800s and early 1900s. Constructed at the southwest corner of Santa Fe Avenue and 1st Street, La Grande Station, featuring a Moorish-style dome, red brick construction, and a garden with exotic plants to evoke an other-worldly atmosphere, was exemplary of Los Angeles as the travel destination of the new century. It continued to serve as a premier passenger train station until 1933, when the devastating Long Beach earthquake damaged the building extensively. While the station was deemed beyond repair, it continued to serve in limited capacity as a passenger station until 1939 when Los Angeles Union Station opened, and thereafter La Grande Station served as a freight station until it was torn down in 1946.¹⁸ With the opening of La Grande Station, railway tracks expanded from two or three tracks across or under 1st Street in 1888 to nine tracks crossing under an iron 1st Street Viaduct in 1894. Moreover, numerous spur tracks serviced the La Grande Station's freight facilities as well as local industry such as Cerrillos Coal Co. Yard, Crescent Coal Co.'s Wood and Coal Yard, Diamond Coal Co. Coal yard, and James Hill and Sons Co., Pickle Works.¹⁹ Although not serviced by spur tracks at that time, National Ice and Cold Storage began operation in 1892 adjacent to Citizen's Ice Co.²⁰ In addition to freight and industry development associated with railway, La Grande Station's passenger services also influenced the neighborhood. Residences dwindled in favor of lodgings or "sleeping rooms" and associated services such as a barber, a tailor, and a billiard room.²¹

Industry continued to grow in the early 1900s within the Central City North area of Los Angeles. Passenger-related services remained and the neighborhood was improved; the neighborhood no longer contained vacant parcels. Meanwhile, the existing industry expanded and grew: National Ice and Cold Storage soon operated an entire city block (bound by Center Street, Banning Street, Turner (now Jackson) Street and the railway tracks to the east) and the Diamond Coal Co.'s yard also expanded its facilities to occupy half of a city block shared with the Western Door and Sash Co., a company that moved into the former Pickle Works

¹⁶Masters, N., *Lost Train Depots of Los Angeles*, KCET, 2013, <https://www.kcet.org/shows/lost-la/lost-train-depots-of-los-angeles>, accessed December 20, 2017.

¹⁷Sanborn Fire Insurance Map, 1888.

¹⁸Masters, N., *Lost Train Depots of Los Angeles*, KCET, 2013, <https://www.kcet.org/shows/lost-la/lost-train-depots-of-los-angeles>, accessed December 20, 2017.

¹⁹Sanborn Fire Insurance Map, 1888; 1894.

²⁰The Los Angeles Times, *National Ice and Cold Storage Company*, May 11, 1907; Sanborn Fire Insurance Map, 1894.

²¹Sanborn Fire Insurance Map, 1894.

building.²² To accommodate the growth of industry, additional spur track lines were laid. National Ice and Cold Storage expanded its facilities again in 1909 with the addition of a 750,000-cubic-foot, fireproof, five-story brick building located on the northeast corner of Center and Banning Streets. The Los Angeles Times reported that the National Ice and Cold Storage Company was “one of the largest and most complete of its kind in the whole Southwest territory” in 1907 and that its new brick building was the “most modern in the world” in 1909.²³ During this same time period, the former Pickle Works building was expanded in 1905 and again in 1909 to accommodate growing industry. In 1926, a measure was placed on the ballot in Los Angeles presenting a choice between a network of elevated railways and the construction of a new train station. Should voters choose the latter, they would also vote on putting the station either at Los Angeles Plaza or across from it in Chinatown. The voters chose to build the train station by a wide margin and opted for Chinatown as the location of the new station. In 1933, the demolition of Chinatown began, making way for construction of Los Angeles Union Station throughout the 1930s. A “new” Chinatown, resulting from the displacement of the original Chinatown’s residents and businesses, was formed west of Alameda Street and north of what is now Cesar E. Chavez Avenue. The first passenger train arrived at Union Station on May 7, 1939. With the demise of La Grande Station, Union Station served as the new passenger train station for Los Angeles.²⁴

While the former Pickle Works building did not expand after 1909, the National Ice and Cold Storage complex underwent numerous alterations, demolitions, and additions since 1924. In particular, the 1930s evidence a substantial redevelopment of the complex as a result of changes and innovations in the ice and cold storage business. For example, the 1920s saw the development of refrigerated trucks and railcars; smaller, more efficient condensers; and home refrigerators, all of which diminished the need for or reliance on ice production. It appears that without La Grande Station operating a passenger terminal in the immediate vicinity, the neighborhood embraced its transition to industry. By 1955, no residences remain from the early 1900s.²⁵ Instead, railway and spur tracks expanded to service an area of industrial buildings and warehouses such as those for General Electric and other electrical suppliers, burlap bag sewing, and scrap metal and junk yards, to name a few.

It is within this industrial context that the City of Los Angeles Arts District flourished. Spanning a space from Broadway to the west, the Los Angeles River to the east, Commercial Street to the north, and Olympic Boulevard to the south, beginning in the mid-1970s, artists who came to the area as a less expensive alternative to Venice Beach and other points west began occupying, often illegally, vacant warehouses, offices, and other industrial buildings in which they made artwork and lived. The earliest of the artists into the area appeared just west of the I-110 freeway near Beaudry Avenue in the mid-1970s, before migrating toward Broadway, then along the Los Angeles River, beginning with the Pickle Works building and

²²Sanborn Fire Insurance Map, 1906.

²³The Los Angeles Times, *National Ice and Cold Storage Company*, May 11, 1907; The Los Angeles Times, *New Cold Storage Plant in Los Angeles: Now being Erected, is of Immense Size and Most Modern in the World*, August 22, 1909.

²⁴Metro, *Union Station: History*, 2017, <https://www.metro.net/about/union-station/history/>, accessed on December 20, 2017.

²⁵Sanborn Fire Insurance Map, 1955.

similar abandoned buildings, then migrating southward, into the heart of what is presently known as the “Arts District.” The Pickle Works building was among the first of a non-contiguous grouping of industrial buildings in the Los Angeles River vicinity occupied by artists. The artists’ presence in the building, which was illegal but allowed by empathetic property owners, seems to start in the late 1970s. The late 1970s/early 1980s presence of artists within the subject building—known primarily to them as “the Citizens Warehouse/Lysle Storage Company Building,” is of an extremely early chapter in the Los Angeles Arts District history, prior to passage in 1981 of the Artists in Residence (AiR) program, that formalized and codified the live/work arrangement of artists occupying industrial buildings in the City of Los Angeles. The subject building would continue to house artists until c. 2007, when it was vacated in advance of the 1st Street Viaduct Widening.

3.3.2.2. Cultural Resources Study Area

The Project Site is regionally located in the northeast edge of downtown Los Angeles, in Los Angeles County. More specifically, it is within the Community Plan Area of Los Angeles known as Central City North. The Division 20 Rail Yard is an approximately 45-acre site that supports the Metro Red and Purple Line train storage and maintenance facilities. It is generally bounded by the Los Angeles River to the east, Santa Fe Avenue to the west, Ducommun Street to the north, and the 6th Street Bridge to the south. The footprint of the Proposed Project includes an expansion of the existing Division 20 Rail Yard boundaries west toward Santa Fe Avenue, and north toward Commercial Street. The western boundary of the Project Site includes commercial/industrial properties along Santa Fe Avenue, as well as the OSF mixed-use complex immediately south of the 1st Street Bridge. Immediately to the south and southwest of the Project Site is the Arts District, which is composed of residential, industrial, and commercial uses, and art galleries and exhibition warehouse spaces. However, the Study Area north of East 1st Street also has an Arts District association. Land uses to the north include commercial/industrial buildings, and the Los Angeles River is located to the east beyond BNSF freight rail tracks.

The Cultural Resources Study Area includes the Proposed Project footprint and any immediately neighboring parcels that contain previously recorded archeological resources or built resources over 50 years of age.

3.3.2.3. Identified Cultural Resources within the Study Area

Archaeological Cultural Resources identified within the Study Area

A records search was conducted in 2016 at the South Central Coastal Information Center (SCCIC) to identify previous cultural resources investigations and known resources located within a quarter-mile of the Project Site. Field surveys of the Project Site were conducted in November and December 2016 and September 2017. Because most of the Project Site is developed and paved, the surveys focused on locations of previously-recorded resources and areas with exposed soils where archaeological materials could exist.

The results of the records search indicate that there are ten archaeological resources located within a quarter-mile mile of the Project Site. Nine of the resources consist of historic-age (i.e., 50 years old and older) sites, primarily consisting of subsurface foundations and refuse deposits (Table 3.3.1). One site (P-19-1575), located about 0.2 miles from the Project Site contains buried deposits of both prehistoric and historic-age materials, as well as Native American burials. Two of the ten resources are located within the boundaries of the Project Site. No new archaeological resources were discovered during the 2016 and 2017 field surveys of the Project Site. The two previously recorded sites within the Project Site were field checked.

Table 3.3.1. Known Archaeological Sites Within a Quarter-Mile of the Project Site

Site Number	Resource Type	Age of Resource	Description
P-19-1575	Site	Prehistoric / Historic (1860s-1930s)	Prehistoric artifact scatter and Native American burials; historic Chinatown (subsurface architectural remains, wells, privies, and Chinese artifacts)
P-19-2563*	Site	Historic (1860s – 1890s)	Subsurface refuse deposit
P-19-3338	Site	Historic (late 1800s-early 1900s)	Subsurface refuse deposit and remnant of brick road; some Chinese artifacts
P-19-3340	Site	Historic (late 1800s-early 1900s)	Subsurface refuse deposit
P-19-3352	Site	Historic (late 1800s-early 1900s)	Segment of Zanja No. 6-1 (concrete pipe), concrete foundation, refuse deposit
P-19-4112	Site	Historic (1880s-1940s)	Segment of Zanja No. 6-1, building foundations, refuse deposit
P-19-4174	Site	Historic (1880s-1940s)	Los Angeles Railway Trolley ‘P’ Line, electrical vault, subsurface refuse deposit
P-19-100882	Isolated Find	Historic (early 1900s)	Horseshoe and stirrup fragment
P-19-100887	Isolated Find	Historic (1870s-1900s)	Japanese bowl and bottle base, butchered bone
P-19-186804/ P-30-176663*	Site	Historic (1880s to Present)	BNSF/ATSF Railway

*Situated within Project Site

Five Built Environment Historical Resources were identified within the Study Area:

1. The 1st Street Bridge over the Los Angeles River, built in 1927–1928, Bridge #53C-1166, is a historical resource under Section 15064.5(a)(2) of the CEQA Guidelines because it was declared City of Los Angeles HCM #909. In addition, in 1982, it was determined eligible for inclusion in the NHRP under Criterion C by the U.S. Department of Transportation, and is included in the Historic American Engineering Record, CA-175. Properties formally determined eligible for the NHRP are automatically included in the

CRHR; therefore, the 1st Street Bridge is a historical resource under Section 15064.5(a)(1) of the CEQA Guidelines.

2. The 4th Street Bridge over the Los Angeles River, built in 1930–1931, Bridge #53C-0044, is a historical resource under Section 15064.5(a)(2) of the CEQA Guidelines because it was declared City of Los Angeles HCM #906. In addition, in 1982, it was determined eligible for inclusion in the NHRP under Criterion C by the U.S. Department of Transportation, and is included in the Historic American Engineering Record, CA-271. Properties formally determined eligible for the NHRP are automatically included in the CRHR, therefore the 4th Street Bridge is also a historical resource under Section 15064.5(a)(1) of the CEQA Guidelines.
3. The Citizens Warehouse/Lysle Storage Company building, located at 110–122 Center Street, was built as a pair of additions in 1905 and ca. 1909 on the north side of a building that is no longer extant, commonly known as the Pickle Works. Before the Pickle Works portion of the resource was demolished, it was determined eligible for the NHRP under Criteria A and C through a consensus determination by the FTA and SHPO in 2001. The property is, therefore, automatically included in the CRHR and continues to be a historical resource under Section 15064.5(a)(1) of the CEQA Guidelines.

Despite the demolition of the Pickle Works portion of the resource, research indicates the extant portion of the resource is one of the first industrial buildings occupied by artists starting in the late 1970s in what has now become the Arts District neighborhood of Los Angeles. Resettlement of this industrial-use neighborhood by artists and subsequent development that comprises the Arts District is a historically significant event qualifying the still extant Citizens Warehouse/Lysle Storage Company building portion of the property as a historical resource under Section 15064.5(a)(3) of the CEQA Guidelines.

4. The Khan-Beck Company/Friedman Bag Company complex at 801 Commercial Street was previously surveyed in 2002 for the Los Angeles Union Station Run-Through Tracks Project on behalf of the Federal Railroad Administration (FRA) and Caltrans and was assigned a California Historic Resource status code of 6Y2 (now 6Y, “determined ineligible for NHRP by consensus through Section 106 process—not evaluated for CRHR or local listing”). The SHPO concurred with FRA’s determination that it is not eligible for the NHRP on January 15, 2014. This determination was also concurred with by the Federal Communications Commission as part of two cellular tower projects, first in 2005, then again in 2011.

However, the northwest portion of the complex, built in 1906, was identified as significant on November 1, 2017, by SurveyLA, which is a citywide historical resources survey project for associations with early industrial development in Los Angeles between 1880 and 1945. The northwest portion of the building is noted by SurveyLA as an “excellent and rare example of a 1906 industrial building in Los Angeles’ primary

industrial district,” adding that it “retains sufficient integrity to convey significance.” Therefore, although the Khan-Beck Company/Friedman Bag Company complex at 801 Commercial Street was determined not eligible for the NHRP, the northwest portion is considered a historical resource for the purposes of CEQA, under Section 15064.1(a)(2) of the CEQA Guidelines, as a result of the SurveyLA findings.

5. National Ice and Cold Storage facility at 210 Center Street/118 Jackson Street was identified as potentially eligible for the NHRP, CRHR, or local designation as a district by the City of Los Angeles OHR by SurveyLA.

SurveyLA recorded National Ice and Cold Storage facility as having a period of significance of 1909. However, research indicates only two small, heavily altered components of the complex pre-dating 1924 are still extant: the Engine Room and Condenser. As a result, the district no longer retains integrity from the period of significance. However, because of the SurveyLA findings, National Ice and Cold Storage Facility is considered a historical resource for the purposes of CEQA, under Section 15064.5(a)(2) of the CEQA Guidelines.

More detailed information about these historical resources and other properties is provided in the Historical Resources Technical Memorandum in Appendix C on the sets of forms (series DPR 523) used in the State of California to record and evaluate historical resources.

3.3.2.4. Paleontological Setting

Geological and Paleontological Context

The Project Site is located in the Los Angeles Basin, directly adjacent to the Los Angeles River. The Los Angeles Basin is a north-west trending alluviated lowland bounded on the north by the Santa Monica Mountains and the Elysian, Repetto, and Puente hills, and on the east and southeast by the Santa Ana Mountains and San Joaquin Hills, and by the Pacific Ocean on the west and south.

The Project Site is entirely underlain by Holocene-aged surficial alluvium deposited by the Los Angeles River. However, mapping shows surface exposure of the Fernando Formation, an unnamed formation consisting of marine strata (potentially the Puente Formation), and older surficial sediments within a one-mile radius of the Project Site.

Geotechnical logs from the vicinity of the Project Site indicate that older surficial sediments are present beneath the Holocene-aged surficial alluvium deposits at depths of at least 20 feet below the ground surface and potentially at shallower depths within the Study Area. Puente Formation did not appear in any boring logs near the Project Site, and the Fernando Formation was encountered at approximately 50 feet below the ground surface in boring logs along Alameda Street; therefore, neither are anticipated to be encountered during Project construction. Artificial fill is not mapped in the Study Area; however, these deposits were reported in the boring logs, and were observed in aerial photographs of the Study Area, particularly in areas where previous construction has occurred.

Artificial Fill (Holocene)

Artificial fill or previously disturbed sediments consist of surface materials that have been disturbed by human activity. These deposits comprise materials that have been impacted and/or imported. Scientifically significant fossils are generally not known from these units, since any discovered resource would lack stratigraphic context. These deposits have a low paleontological potential (Potential Fossil Yield Classification [PFYC] 2).

Alluvial Gravel (Holocene), Gravel and Sand (Holocene)

Alluvial gravel (Qa) and gravel and sand (Qg) are young surficial sediments composed of clay, sand, and gravel deposited by rivers and in floodplains. These deposits do not typically produce fossils due to their young age, and therefore these deposits are assigned a low paleontological potential (PFYC 2), but they may overlie older, more sensitive geologic units.

Older Surficial Sediments (Pleistocene)

Older surficial sediments (Qoa) are Pleistocene-aged (11,000 to 1.1 million years old) remnants of older weakly consolidated alluvial deposits of gravel, sand, and silt. Taxonomically diverse and locally abundant Pleistocene fossil animals and plants have been collected from older alluvial deposits throughout southern California and include mammoth, mastodon, camel, horse, bison, giant ground sloth, peccary, cheetah, lion, saber-tooth cat, capybara, dire wolf, and numerous taxa of smaller mammals. Some Pleistocene-aged alluvial deposits are composed of coarse-grained material, which is not typically conducive to the preservation of fossils. However, finer grained alluvial sediments may contain significant paleontological resources. These deposits are assigned a moderate paleontological potential (PFYC 3).

Paleontological Records Search

A paleontological records search from the Natural History Museum of Los Angeles County (LACM), indicated there are no known fossil localities within the Project Site, nor within a one-mile radius of the Project Site. However, the LACM reported two vertebrate fossil localities in the vicinity of the Project in Older Surficial Sediments, one at a depth of 43 feet below the street, and the other at a depth of 20 to 35 feet below the surface (LACM 1755 & 2032). Additionally, it reported a nearby locality in the Older Surficial Sediments uncovered during storm drain excavation (LACM 1023). No fossils were reported from Holocene-aged surficial alluvium.

3.3.3. THRESHOLDS OF SIGNIFICANCE

For the purposes of the analysis in this EIR, in accordance with Appendix G of the CEQA Guidelines, the Proposed Project would have a significant environmental impact under CEQA related to cultural resources if it would:

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

3.3.4. IMPACT ANALYSIS AND MITIGATION MEASURES

This section assesses potential impacts of the Proposed Project on cultural resources and, if necessary, identifies mitigation measures to eliminate or reduce any significant impacts.

Impact 3.3.1 Would the Proposed Project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

Impact Analysis

Significant Impact (Construction). The following analysis includes the potential for impacts to historical resources during construction and operational activities.

1st Street Bridge over the Los Angeles River

Physical Characteristics That Convey Historical Significance

The 1st Street Bridge (Figure 3.3.1) spans 1,300 feet over the Los Angeles River and the Santa Fe Railroad from Mission Road to the east to Vignes Street to the west. The Bridge, constructed of reinforced concrete in 1929, is Neo-Classical in style, with triumphal arches with recessed balconies above the river piers. The main open spandrel is 125 feet wide.

In 2011, the 1st Street Bridge's span was widened 26.3 feet along its north elevation and the railings strengthened by the City of Los Angeles Bureau of Engineering to accommodate the Eastside Extension of the Metro Gold Line, in cooperation with the Federal Highway Administration, Caltrans, and Metro.

Figure 3.3.1 View of the 1st Street Bridge from Center Street



Source: ICF, 2017.

The boundaries of a historic bridge typically encompass the entirety of the super- and substructure, including approach ramps and supporting embankments/abutments and wingwalls, and extend on either side of the Bridge to include piers, cantilevered sidewalks, pylons, and underwater footings. Contributing elements include the reinforced-concrete, open-spandrel viaduct and the arch ribs and struts, the spandrel beams and columns, piers, abutments, and wingwalls. In addition, the character-defining features of this Neo-Classical bridge include the ten monumental arched porticos at the east/west girder abutments; the east/west arch abutments; the intermediate pylon abutment with projecting balconies; the cantilevered sidewalk, which is supported by heavy brackets; and finally, the arched railing and lighting standards, which comprise a base, pole, and double-acorn luminaire. Noncontributing elements include the additional 26.3 feet of structure along the north to widen the Bridge, the current blacktop deck material and a concrete center median that was added for the Metro Gold Line light rail system, along with its elevated electrical cable infrastructure.

Site visits were conducted on September 27, 2017, to verify existing conditions at the resource on 1st Street between Mission Road and Vignes Street and on February 2, 2018, for a detailed inspection of the area where the Proposed Project would be located. Several alterations evidence the Bridge's 26.3-foot northern expansion (e.g., the substructure below the Bridge, the addition of a narrow-gauge light rail transit line running down the middle, the inclusion of plastic light fixtures atop the Bridge). Open interior arches located under the deck directly below the light rail alignment have been filled in with concrete for additional strength but are

slightly incised to recall the arched openings. The substructure that supports the 26.3-foot widening appears to include materials and methods of construction similar to those used for the original 1929 bridge, in keeping with the Secretary of the Interior's (SOI) Standards for the Treatment of Historic Properties. The new piers along the north elevation, where the widening took place, mirror the original piers along the south elevation of the Bridge. All light fixtures along the Bridge have been replaced with plastic replicas, which are likely to be from the 2011 Bridge widening. The 1st Street Bridge retains sufficient integrity to convey its significance.

Construction

During construction, the 1st Street Bridge would be altered by the removal of two bents (numbers 16 and 13), widening of one pylon (number 17) and widening of two bents (numbers 14 and 15). The arches in the remaining bents would not be removed, but would look recessed on one side, as the bents would be widened on the other side. Pre-cast concrete beams would be slipped in to minimize further harm to the Bridge and to support the load above the two bents to be removed. As part of the Proposed Project's a seismic retrofit evaluation is required and additional interior arch bays will need to be in-filled for certain bents following the same procedure used during the 1990s retrofit. The intent is to not in-fill the bays closest to the outside of the Bridge such as to minimize any visual impact but rather to in-fill those that are located deep within the center of the bent. Despite the fact that the Bridge was previously widened, removal of historic materials that are character-defining features is not consistent with the SOI's Standards for the Treatment of Historic Properties. It would be a substantial adverse change in its significance for inclusion in the CRHR and as an HCM and would be a significant impact.

Operations

The impacts would occur during construction, but the removal of the two bents, the widening of one pylon, widening of two other bents, pre-cast beam, and infilled arches would continue to be a historic impact during the operational period.

Mitigation Measures

CR-1 Design measures shall be developed by the Project Architect and Engineer and implemented by the Project Contractor to minimize harm due to alterations to the 1st Street Bridge. Design measures shall include surface treatment of new concrete to reflect but be distinguishable from the original board-form appearance, retention of the decorative brackets, and an infill treatment of the incising arches in a manner similar to the treatment used when the Bridge was first widened to accommodate the Eastside Light-Rail Extension of the Metro Gold Line Project.

Significance After Mitigation

The impact would remain significant after Mitigation Measure **CR-1**. Design refinements have resulted in minimizing the number of bents that would be affected by the Proposed Project. However, the track configuration would still require modification to the 1st Street Bridge.

Chapter 6.1 provides a discussion of site design alternatives that were considered but dismissed and explains why these historical resources cannot be avoided.

4th Street Bridge over the Los Angeles River

Physical Characteristics That Convey Historical Significance

The 4th Street Bridge (Figure 3.3.2) spans 2,730 feet over the Los Angeles River and Santa Fe Railroad from approximately Mission Road to the east to Santa Fe Avenue to the west. The Bridge, constructed of reinforced concrete in 1931, features Gothic Revival influences, with arched pylons extending to 40 feet above the Bridge. The Bridge has an unusual construction method, with a fixed-hinge design for the river spans in which the hinges are fixed after dead-load sediment. At the time of construction, the Bridge had the longest reinforced concrete arch span in Southern California, at 254 feet.

Figure 3.3.2 View of the 4th Street Bridge from Mission Road



Source: ICF, 2016.

The boundaries of the historic bridge typically encompass the entirety of the super- and substructure, including approach ramps and supporting embankments/abutments and wingwalls, and extend on either side of the Bridge to include piers, cantilevered sidewalks, pylons, and underwater footings. The 4th Street Bridge is of the Gothic Revival design, and contributing, character-defining features include ornamental pylons with lancet arched openings, decorative bronze lanterns, pointed arched pilasters and pointed capping; trefoil railing detail; tapered concrete light poles with finials and paired decorative bronze lanterns; and closed spandrel barrel arches. The current blacktop deck material is a non-contributing design element. The 4th Street Bridge has not been widened and largely retains its 1931 appearance and Gothic Revival design elements.

Construction

Construction of the Proposed Project would not alter the 4th Street Bridge over the Los Angeles River because construction would be limited to track work passing under the Bridge.

Operations

Operation of the Proposed Project would not alter the 4th Street Bridge over the Los Angeles River. Existing railroad tracks would remain in use beneath the Bridge.

Mitigation Measures

The status of the 4th Street Bridge over the Los Angeles River as included in the CRHR and as HCM #906 would not be materially impaired by the Proposed Project; therefore, no mitigation measures are necessary.

Citizens Warehouse/Lysle Storage Company (Site of Former Pickle Works Building)

The Citizens Warehouse/Lysle Storage Company technically continues to be included in the CRHR, although the basis for that inclusion no longer exists as it was related to the now-demolished Pickle Works buildings that were on the same property.

However, research indicates the extant additions to the resource comprise one of the first industrial buildings occupied by artists starting in the late 1970s in what has now become the Arts District neighborhood of Los Angeles. This resettlement is a historically significant event qualifying the extant portion of the property as a historical resource under Section 15064.5(a)(3) of the CEQA Guidelines.

Physical Characteristics That Convey Historical Significance

The oldest and original portion of this property was demolished when the southernmost 75 feet of the building was removed to accommodate the widening of the 1st Street Bridge. The tenants of the now demolished portion were the California Vinegar and Pickle Works and the James K. Hill Pickle Works.²⁶

What remains of the subject property in 2017 (Figure 3.3.3) are additions to the now-demolished Pickle Works building, completed by the Lysle Storage Company in 1905 and circa 1909. The south elevation is now a flat stucco wall, with a flat stucco band running between its first and second levels. It presently features trompe-l'oeil prints of simulated window openings. The roof above it is underscored with wood rafter tails. The two additions that make up the building were designed in-kind to the original 1888 portion.

²⁶Sanborn Fire Insurance Map, 1888;1894.

Figure 3.3.3 View of Citizens Warehouse/Lysle Storage Company Building from the 1st Street Bridge



Source: ICF, 2017.

From 1981 to 1986, a middle loading dock at the west elevation served as the Art Dock, a drive-by art gallery that was overseen by local artist Carlton “Carl” Davis. Located at the 112 Center Street bay, it hosted 35 exhibits of local artists. Though the Art Dock in and of itself does not appear to be historically significant in a manner that would warrant the bay’s individual eligibility at any level, the fact that the dock remains renders it a character-defining feature, expressive of the property’s early association with the Los Angeles Arts District.

- Physical characteristics that convey significance include:
- Common-bond brick work;
- Patterned but irregular spacing of fenestration and openings;
- Segmentally arched windows of variegated dimensions;
- Four-part corbelling at west and north elevation rooflines;
- Ceramic insulators affixed to west elevation;
- Sawtooth element at roof;
- Recessed wood-frame multi-light windows;

- Faux shutters and planters;
- The Art Dock bay, located at 112 Center Street (west elevation, second dock from north);
- Elevated single-bay loading docks;
- Basement windows;
- Stucco-capped stepped parapets at the roofline;
- Continuous raised parapet at east elevation;
- Ghost signage at east elevation;
- Dedicated rail spur at east elevation; and
- Banked east elevation, correspondent to spur line.

A site visit of the interior was conducted on December 6, 2017, and observations by architectural historians determined that no murals or other artwork remains on the inside of the building that would convey the resettlement of this building by the artists who were tenants.

Construction

During construction, the eastern portion of the remaining buildings along the railroad tracks and the Los Angeles River would be demolished, and then stabilized by a temporary, two-story wall. The westernmost 20,000 square feet along Center Street (10,000 square feet per story) would be stabilized and preserved in place. The Center Street façade best represents the Arts District significance, because it was most visible from the public right-of-way, and features the former location of the Art Dock exhibit. Although the building's original 1888 Pickle Works portion along the southern end of the complex was previously demolished, the demolition of most of what is still extant would be a substantial adverse change in its significance as a listed resource and a significant impact.

Operations

The impacts would occur during construction, but the removal of eastern portion of the buildings would continue to be viewed as a substantial alteration during the operational period.

Mitigation Measures

Although demolition cannot typically be mitigated to a less-than-significant level, the following mitigation measures are proposed to reduce the Proposed Project's impacts.

- CR-2** Metro shall conduct further historical research and analysis to document, in an exhibit, report, or website, the historic association and significance of the Citizens Warehouse/Lysle Storage Company building. The documentation shall include a discussion of who lived and worked in the building and its role in the early settlement history of the Arts District. A description of the construction history of the complex from 1888 until the present time shall also be included in the

documentation. Copies of the report or exhibit shall be provided to the City of Los Angeles Public Library for public education purposes. The documentation shall be completed prior to commencement of any Project construction activities that could adversely affect the Citizens Warehouse/Lysle Storage Company building.

- CR-3** Metro shall prepare and implement a plan to retain and stabilize approximately 20,000 square feet of the extant portion of the Citizens Warehouse/Lysle Storage Company building along Center Street (10,000 sf per story), including the former location of the Art Dock, for potential future reuse. Stabilization of the remaining portions of the buildings shall be designed and conducted in a manner consistent with the applicable SOI's Standards. The plan shall be prepared prior to commencement of any Project construction activities that could adversely affect the Citizens Warehouse/Lysle Storage Company building.

Significance After Mitigation

The impact would remain significant after Mitigation Measures **CR-2** and **CR-3**. Physical constraints due to track geometry and location require the modification of the Citizens Warehouse/Lysle Storage Company building which would result in a significant and unavoidable impact related to cultural resources. Chapter 6.1 provides a discussion of site design alternatives that were considered but dismissed and explains why these historical resources cannot be avoided.

Khan Beck Company/Friedman Bag Company

Physical Characteristics that Convey Historical Significance

The Khan-Beck Company/Friedman Bag Company complex (Figure 3.3.4) at 801 Commercial Street is composed of several buildings that, together, form a rectangular footprint. The significance of the property is conveyed by only the building located at the northwest corner of the property. The three-story northwest corner of the property is four bays wide and constructed of board-formed concrete in the northern bay and brick in the remaining three bays to the south. The first floor includes two infilled loading doors surrounded by a series of windows. Windows in the northernmost bay are multi-light, single-hung windows, while windows in the upper two stories of the remaining bays are one-over-one double-hung windows with arched head casings and lintels. The building is adorned with brick course work and a cornice.

As identified in SurveyLA, the northwest corner of the building, from 1906, is associated with early industrial development in Los Angeles between 1880 and 1945. The northwest portion of the building is noted as an "excellent and rare example of a 1906 industrial building in Los Angeles' primary industrial district," adding that it "retains sufficient integrity to convey significance."

Figure 3.3.4 View of the North Elevation of Khan-Beck Company/Friedman Bag Company, Depicting Portion Identified in SurveyLA to the Left



Source: ICF, 2017.

Construction

Construction activities in the vicinity of the Khan-Beck Company/Friedman Bag Company complex would be portal widening activities such as demolition, excavation, and limited installation of tracks at the intersection of Center Street and East Commercial Street near the southwest corner of the building. Therefore, the Proposed Project would not result in demolition of, alterations to, or other adverse effects to the historically significant northwest portion of the building and the materials that convey the building's significance would not be impaired.

Operations

Operation of the Proposed Project would not alter the Khan-Beck Company/Friedman Bag Company building since the railroad tracks would pass underneath the intersection of Center Street and East Commercial Street from northwest to southeast, bypassing the building. Therefore, operation would not have a substantial adverse change in the building's setting as a result of the railroad tracks

Mitigation Measures

The Proposed Project would not cause a substantial adverse change in the significance of the Khan-Beck Company/Friedman Bag Company building. Therefore, no mitigation measures are necessary.

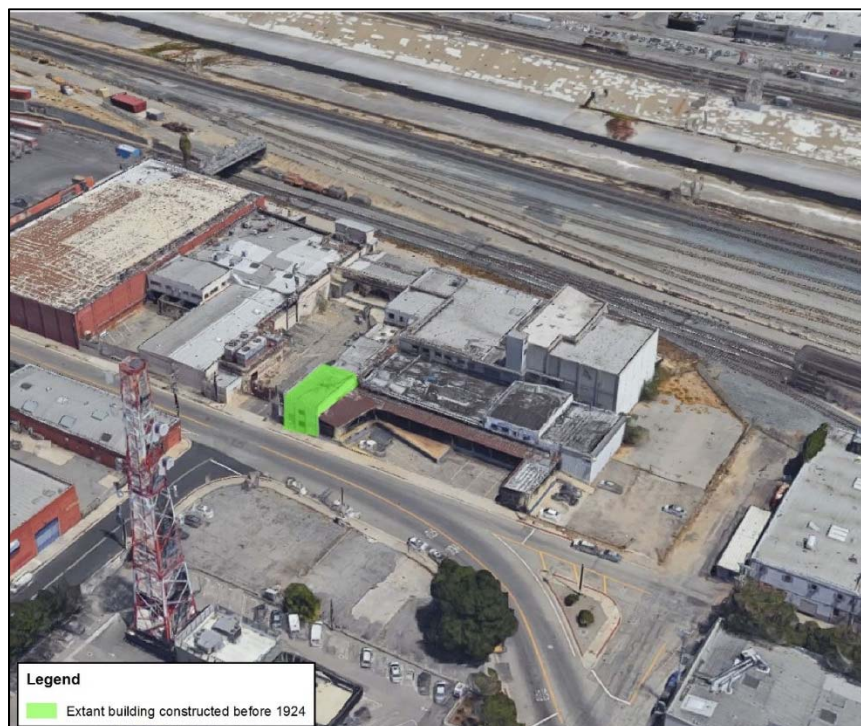
National Ice and Cold Storage

Physical Characteristics that Convey Historical Significance

The National Ice and Cold Storage facility is a variegated two-block complex, bounded by Banning Street to the south, Center Street to the west, Jackson Street to the north, and railroad sidings to the east. The property, developed over the duration of the National Ice and Cold Storage Company's approximately century-long use of the property from 1892 to at least the early 1980s, features a concrete loading dock along Center Street, with a two-story brick building behind; a three-story concrete building with a full-height elevator shaft at the rear of the property, alongside the railroad tracks; a metal-sided and windowless component adjacent to surface parking at the corner of Center and Banning Streets; a modest two-story stucco-clad building; a small building with Streamline Moderne influence; a front-gabled concrete and metal warehouse; and a large brick warehouse at the corner of Center and Jackson Streets.

Based on a field visit and research completed in November 2017, however, very little of the early development of the complex remains to convey the historic significance. Research indicates only two small, heavily altered buildings that pre-date 1924 still remain: the Engine Room and the Condenser (Figure 3.3.5 and Figure 3.3.6). The vast majority of the complex has been demolished and replaced over time with later-era buildings. The DPR 523 form for this complex (see Appendix C) provides more detail on the extent of demolition of the property.

Figure 3.3.5 National Ice and Cold Storage Facility in 2017



Source: Google Maps with ICF overlay.

Figure 3.3.6 National Ice and Cold Storage Facility in 1924



Source: Los Angeles Public Library Photo Archive.

Figure 3.3.7 View of the National Ice and Cold Storage Facility from Center Street



Source: ICF, 2017.

Construction

SurveyLA recorded the National Ice and Cold Storage facility as having a period of significance of 1909. However, research indicates only two small, heavily altered components of the complex pre-dating 1924 are still extant, the Engine Room and Condenser. As a result, the district no longer retains integrity from the period of significance. Despite the fact that only these two small components remain, demolition of the entire complex during construction would be a substantial adverse change in its significance, as described in SurveyLA, and a significant impact under CEQA.

Operations

The complex would be demolished during construction, therefore no further impacts would continue during operations.

Mitigation Measures

Because so little of the complex remains from the historic era, the following mitigation measure is proposed in lieu of archival documentation of the current complex.

CR-4 Metro shall prepare a report that documents, in-depth, the history and context of ice making and cold storage facilities in Los Angeles and the role played by National Ice and Cold Storage during its most significant years. Copies of the report shall be provided to the City of Los Angeles Public Library for public education purposes. The report shall be prepared prior to any demolition activities that would affect the National Ice and Cold Storage facility.

Significance After Mitigation

Physical constraints due to track geometry and location necessitate the demolition of the National Ice and Cold Storage building. Despite the fact that only two small pre-1924 components remain of National Ice and Cold Storage, for the purposes of this EIR, the impact would remain significant after Mitigation Measure **CR-4**.

Impact 3.3.2 Would the Proposed Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Impact Analysis

Less-than-Significant Impact with Mitigation (Construction). The following analysis focuses on the potential impacts to archaeological resources during construction. No operational impacts would occur to archaeological resources. Archaeological resources that could be affected by construction activities include the two previously recorded sites, which were field checked during the 2016 and 2017 archaeological surveys, and prehistoric sites that were identified in the Study Area.

P-19-186804/P-30-176663 (BNSF/ATSF Railway)

A 0.3-mile (0.5-kilometer) segment of the historic-era alignment of the BNSF/ATSF Railway (P-19-186804/P-30-176663) bisects the northern half of the Study Area. The railway was originally constructed in the 1880s, but since then has had numerous alterations and modern upgrades to keep it in active service. The segment that bisects the Study Area was first documented in 2002. At that time, the resource was found to have been upgraded and substantially altered since its original construction and did not retain sufficient historical integrity to reflect its original historical association. Therefore, the railroad was recommended as not eligible for listing on the NRHP or CRHR. Two separate site updates in 2007 confirmed the 2002 findings and recommended the resource as not eligible for the NRHP or CRHR due to its lack of integrity of materials, workmanship, and setting.

Examination of the railroad bed, rails, and ties during the 2017 survey confirmed that this portion of the railroad consists of modern materials. Therefore, this segment of the railroad is not eligible for the NRHP or CRHR due to lack of integrity. Because this site is not a Historical Resource (i.e., listed on or eligible for listing on the CRHR) under CEQA, there will be no impacts to the site from the Proposed Project.

P-19-2563 (Subsurface Refuse Deposit)

Site P-19-2563 was first identified in 1997 during monitoring for the construction of railyards and shops for Metro. The site was found below an existing railyard and consists of a deposit of historic-age refuse, including glass and stoneware bottles, cans, ceramics, smoking pipe fragments, railroad spikes, bricks, metal fragments, horseshoes, butchered bone, and some shell. Some Chinese artifacts were noted on the site. Evaluation of the site resulted in a recommendation that the site is not eligible for inclusion in the NRHP or the CRHR. During the 2016 survey of the Project Site, the area was found to be completely developed and paved with a building situated on top of the recorded site location. The 2017 survey confirmed that the location of P-19-2563 is developed and paved with a modern building situated on top of the recorded site location.

Because this site is not a Historical Resource under CEQA, there will be no impacts to the site, as currently recorded, from the Proposed Project. However, the building on top of the site is proposed for demolition as part of the Proposed Project, and it will be replaced with new tracks for the one of the proposed storage yard. Ground disturbing activities associated with demolition of the building and surrounding parking lot and installation of new tracks has the potential to reveal additional, unidentified subsurface deposits associated with P-19-2563. Implementation of Mitigation Measure **CR-5**, described below, would mitigate potential impacts to unidentified portions of the site, if present.

No native soils were observed within the surface of the Project Site. One small area of imported fill was examined, and a light scatter of historic-age and modern objects was observed during the 2017 archaeological survey. These objects represent a secondary deposit that likely originated with the imported fill material. Therefore, these items are not considered to be an intact archaeological site.

Other Archaeological Resources

Although no historical resources have been identified within the Project Site, the records search identified eight historic-age sites within a quarter-mile of the Project Site, many of which contain buried archaeological deposits. Native American burials and subsurface prehistoric artifacts have also been recorded within 0.25 mile. Given the proximity of the Project Site to the Los Angeles River, prehistoric use of the land is likely. Buried prehistoric materials may exist below existing buildings, tracks, and pavement, particularly in the locations of the Pickle Works and National Cold Storage facility and underneath the fill material south of Commercial Street where grading will be required. In addition, it is possible that additional buried deposits associated with P-19-2563 may exist beyond the mapped boundaries of the site, as recorded in 1997. Although much of the Project Site is developed and paved, there is a potential for buried archaeological deposits to exist. Therefore, potential impacts to unidentified cultural resources could occur from the Proposed Project. To avoid inadvertent impacts to subsurface archaeological deposits, Mitigation Measure **CR-5** shall be implemented:

Mitigation Measures

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

The Project Archaeologist shall prepare monthly cultural resources monitoring progress reports to be filed with Metro. In the event that cultural resources are exposed during construction, the archaeological monitor shall temporarily halt construction within 50 feet (15 meters) of the discovery (if safe) while the potential resource is evaluated for significance (i.e., eligible for listing in the CRHR per PRC Section 5024.1(c), or in a local register of historical resources as defined in PRC Section 5020.1(k)). Construction activities could continue in other areas that are a distance of at least 50 feet from the discovered resource. If the discovery proves to be significant, representatives of Metro and the Project Archaeologist shall meet to determine the appropriate avoidance or minimization measures. In considering suggested mitigation, Metro shall determine whether avoidance and preservation in place is feasible in light of such factors as the nature of the find, the Proposed Project design, costs, and other considerations. Under CEQA Guidelines Section 15126.6(b)(3), preservation in place is the preferred method of mitigation and, if feasible, shall be adopted to mitigate impacts to historical resources of an archaeological nature unless the lead agency determines that another form of

mitigation is available and provides superior mitigation of the impacts. If avoidance and preservation in place is infeasible, other appropriate measures, such as data recovery excavation, shall be instituted. If data recovery is deemed appropriate, a Treatment or Data Recovery Plan (Plan) outlining the field and laboratory methods to be used shall be prepared by the Project Archaeologist in accordance with CEQA Guidelines Section 15064.5(f) and approved by Metro prior to initiation of data recovery work. The Plan shall specify the appropriate treatment and/or curation of collected materials.

Significance After Mitigation

Mitigation Measure **CR-5** would mitigate inadvertent impacts to potential subsurface archaeological deposits during construction activities. Therefore, with mitigation, the Proposed Project would result in a less-than-significant impact related to archaeological resources.

Impact 3.3.3 Would the Proposed Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Impact Analysis

Less-than-Significant Impact with Mitigation (Construction). The following analysis focuses on the potential impacts to paleontological resources during construction. No operational impacts would occur to paleontological resources.

There are no documented paleontological localities within the boundaries of the Project Site, and the Project Site is completely underlain by low paleontological sensitivity surficial alluvium and previously disturbed sediments at the surface. However, any earthmoving work in native sediments beneath the surficial fill and alluvium may potentially result in a significant impact on paleontological resources if native Pleistocene or older sediments are encountered. Geotechnical logs indicate that paleontologically sensitive Older Surficial Sediments will be present at least 20 feet below the ground surface, and potentially at shallower depths within the Project Site, and current planned excavations for the Proposed Project extend approximately 25 feet below the ground surface. Therefore, construction activities have the potential to penetrate older Pleistocene alluvium below the surface.

To avoid inadvertent impacts to subsurface paleontological resources, Mitigation Measures **CR-6**, **CR-7**, and **CR-8** shall be implemented.

Mitigation Measures

CR-6 A qualified paleontological monitor shall be retained to monitor project-related excavation activities on a full-time basis in previously undisturbed Pleistocene deposits, if encountered. Project-related excavation activities of less than ten feet in depth shall be monitored on a part-time basis to ensure that underlying paleontologically sensitive sediments are not being affected. In addition, the

monitor shall ensure the proper differentiation between paleontological and archaeological resources.

CR-7 A Paleontological Monitoring and Mitigation Plan (PMMP) shall be developed by a qualified professional paleontologist prior to the start of ground disturbing activities. A qualified professional paleontologist shall be retained to supervise the monitoring of construction. Paleontological resource monitoring shall include inspection of exposed geologic units during active excavations within sensitive geologic sediments, as defined by the PMMP and as needed. The monitor shall have authority to temporarily divert grading away from exposed fossils in order to efficiently recover the fossil specimens and collect associated data. The qualified paleontologist shall prepare monthly progress reports to be filed with Metro. At each fossil locality, field data forms shall be used to record pertinent geologic data, stratigraphic sections shall be measured, and appropriate sediment samples shall be collected and submitted for analysis. Matrix sampling shall be conducted to test for the presence of microfossils.

CR-8 Recovered fossils shall be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility. The most likely repository would be the Natural History Museum of Los Angeles County.

Significance After Mitigation

Mitigation Measures **CR-6**, **CR-7**, and **CR-8** would mitigate inadvertent impacts to potential paleontological resources during construction activities. Therefore, with mitigation, the Proposed Project would result in a less-than-significant impact related to paleontological resources.

Impact 3.3.4 Would the Proposed Project disturb human remains, including those interred outside of formal cemeteries?

Impact Analysis

Less-than-Significant Impact with Mitigation (Construction). The following analysis focuses on the potential impacts to human remains during construction. No operational impacts would occur to human remains.

There are no formal cemeteries located within or near the Project Area. Native American burials, however, have been recorded within a quarter-mile of Project Site. Consultation with Native American tribes, as described in more detail in Section 3.8 Tribal Cultural Resources, has indicated that the Project Site has a high potential to contain human burials.

Human remains are defined as any physical remains of a human being. The term “human remains” encompasses more than human bones. Past burial practices often included the burial of associated cultural resources (i.e., funerary objects) with the deceased, and the ceremonial

burning of human remains. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.

Because the Project Site has a moderate to high potential of containing human burials, potential impacts to human remains could occur from the Proposed Project, a potentially significant impact. To avoid inadvertent impacts to human remains, Mitigation Measure **CR-9** shall be implemented:

Mitigation Measures

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

Significance After Mitigation

Mitigation Measure **CR-9** would mitigate inadvertent impacts to potential human remains during construction activities. Therefore, with mitigation, the Proposed Project would result in a less-than-significant impact related to human remains.

3.4. ENERGY RESOURCES

This section provides an overview of energy resources and evaluates the construction and operational impacts associated with the Proposed Project.

3.4.1. REGULATORY FRAMEWORK

3.4.1.1. Federal

Energy Policy and Conservation Act of 1975

The Energy Policy and Conservation Act was enacted for the purpose of serving the nation's energy demands and promoting conservation methods when feasibly obtainable. This Act mandated vehicle economy standards, extended oil price controls to 1979, and directed the creation of a strategic petroleum reserve.

Intermodal Surface Transportation Efficiency Act of 1991 and the Congestion Mitigation and Air Quality Improvement Program

The Intermodal Surface Transportation Efficiency Act was the first federal legislation regarding transportation planning and policy. This Act presented an intermodal approach to transportation funding with collaborative planning requirements, giving additional powers to State and local transportation decision makers and metropolitan planning organizations. This Act provided funds for non-motorized commuter routes, defined a number of High Priority Corridors to be part of the National Highway System, and called for the designation of up to five high-speed rail corridors.

The Congestion Mitigation and Air Quality Improvement Program was created under the Intermodal Surface Transportation Efficiency Act and reauthorized in 1998 and again in 2005. The purpose of the Congestion Mitigation and Air Quality Improvement Program is to fund transportation projects or programs and related efforts that contribute to air quality improvements and provide congestion relief.

Transportation Equity Act for the 21st Century

The Transportation Equity Act for the 21st Century was enacted in 1998 as the successor legislation to the Intermodal Surface Transportation Efficiency Act and builds on its established initiatives. This Act reauthorized the Congestion Mitigation and Air Quality Improvement Program and authorized federal highway, highway safety, transit and other surface transportation programs over the next six years. It combines the continuation and improvement of current programs with new initiatives to meet the challenges of improving traffic safety, protecting and enhancing communities and the natural environment as transportation is provided and advancing economic growth and competitiveness domestically and internationally through efficient and flexible transportation.

Energy Policy Act of 1992

The Energy Policy Act reduces dependence on imported petroleum and improves air quality by addressing all aspects of energy supply and demand, including alternative fuels, renewable energy and energy efficiency. This Act encourages the use of alternative fuels through both regulatory and voluntary activities and through the approaches carried out by the U.S. Department of Energy. It requires federal, State, and alternative fuel provider fleets to acquire alternative fuel vehicles. The Department of Energy's Clean Cities Initiative was established in response to the Energy Policy Act to implement voluntary alternative fuel vehicle deployment activities.

Energy Policy Act of 2005

The Energy Policy Act necessitates the development of grant programs, demonstration and testing initiatives, and tax incentives that promote alternative fuels and advanced vehicles production and use. This Act also amends existing regulations, including fuel economy testing procedures and Energy Policy Act requirements for federal, State, and alternative fuel provider fleets.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act consists of provisions designed to increase energy efficiency and the availability of renewable energy. Key provisions of this Act include:

- The Corporate Average Fuel Economy (CAFE), which sets a target of 54.5 miles per gallon for the combined fleet of cars and light trucks by model year 2025;
- The Renewable Fuels Standard, which sets a modified standard that starts at 9.0 billion gallons in 2008 and rises to 36 billion gallons by 2022;
- The Energy Efficiency Equipment Standards, which includes a variety of new standards for lighting and for residential and commercial appliance equipment; and
- The repeal of oil and gas tax incentives, which includes repeal of two tax subsidies in order to offset the estimated cost to implement the CAFE provision.

3.4.1.2. State

California Energy Commission (CEC)

The CEC is the State's primary energy policy and planning agency. Created by the legislature in 1974, the CEC has five major responsibilities: (1) forecasting future energy needs and keeping historical energy data, (2) licensing thermal power plants 50 megawatts or larger, (3) promoting energy efficiency through appliance and building standards, (4) developing energy technologies and supporting renewable energy, and (5) planning for and directing the State's response to energy emergencies.

Senate Bill 1389 (SB 1389), Chapter 568, Statutes of 2002

SB 1389 requires the CEC to prepare a biennial integrated energy policy report assessing major energy trends and issues facing the State's electricity, natural gas, and transportation fuel sectors. The report is also intended to provide policy recommendations to conserve resources, protect the environment, and ensure reliable, secure, and diverse energy supplies. The 2015 Integrated Energy Policy Report, the most recent report required under SB 1389, was released to the public in February 2016.

Assembly Bill 32 (AB 32)

AB 32 requires the California Air Resources Board (CARB) to develop and enforce regulations for the reporting and verification of statewide greenhouse gas (GHG) emissions and directs the CARB to set a GHG emission limit—based on 1990 levels—to be achieved by 2020. The bill set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner. The AB 32 Scoping Plan and related updates set forth the framework for facilitating the State's goal of reducing GHG emissions to 1990 levels by 2020. The first Scoping Plan has since been updated to include strategies to meet a 2030 GHG reduction goal of 40 percent below 1990 levels (the goal set out in Executive Order (EO) B-30-15). The AB 32 Scoping Plan outlines a series of technologically feasible and cost-effective measures to reduce statewide GHG emissions, including expanding energy efficiency programs, increasing electricity production from renewable resources (at least 33 percent of the statewide electricity mix), increasing automobile efficiency, implementing the Low-Carbon Fuel Standard, and developing a cap-and-trade program. Multiple AB 32 Scoping Plan measures address GHG emissions from transportation fuels and energy.

Senate Bill 32 (SB 32)

In 2016, the California Legislature passed SB 32, which expands upon AB 32, and codifies a 2030 GHG emission reduction target of 40 percent below 1990 levels. The passage of SB 32 was contingent on the passing of Assembly Bill 197 (AB 197), which increases legislative oversight of CARB and provides additional direction for developing the Scoping Plan.

Assembly Bill 2076 (AB 2076) Reducing Dependence on Petroleum

The CEC and CARB are directed by AB 2076 (passed in 2000) to develop and adopt recommendations for reducing dependence on petroleum. A performance-based goal is to reduce petroleum demand to 15 percent less than the 2003 demand by 2020.

Executive Order S-3-05 (EO S-3-05)

EO S-3-05 established State GHG emission targets of 1990 levels by 2020 (the same as AB 32, enacted later and discussed above) and 80 percent below 1990 levels by 2050. It calls for the Secretary of the Cal/EPA to be responsible for the coordination of State agencies and progress reporting. In response to the EO, the Secretary of the Cal/EPA created the Climate Action Team (CAT), a coordinating council.

Executive Order B-30-15 (EO B-30-15)

EO B-30-15 established a mid-term goal for 2030 of reducing GHG emissions by 40 percent below 1990 levels and required CARB to update its current AB 32 Scoping Plan to identify the measures to meet the 2030 target. The EO supports EO S-3-05, described above, but is currently binding only on State agencies.

California Environmental Quality Act (CEQA) and the CEQA Guidelines

PRC Section 21100 (b) (3) provides that an EIR shall include a detailed statement setting forth mitigation measures proposed to minimize a project's significant effects on the environment, including, but not limited to, measures to reduce the wasteful, inefficient, and unnecessary consumption of energy. Appendix F of the CEQA Guidelines states that "[p]otentially significant energy implications shall be considered in an EIR to the extent relevant and applicable to the proposed project."

California Green Building Standards Code (CALGreen)

In January 2010, the California Building Standards Commission adopted CALGreen Part 11 of Title 24, CCR. The CALGreen was updated in 2015 to require additional energy savings. CALGreen applies to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure.

3.4.1.3. Regional

Southern California Association of Governments (SCAG)

With a population of more than 18 million as of 2010, the SCAG region is the second-most populated metropolitan area in the United States. Growth in population is expected to result in greater demands on the region's transportation system. State and federal mandates require SCAG to prepare a regional transportation plan (RTP) every four years. The 2016–2040 RTP/SCS provides a long-range vision for regional transportation goals and policies and predicts transportation challenges and the region's future transportation strategy. The RTP/SCS establishes the following goals relevant to the Proposed Project:

- Preserve and ensure a sustainable transportation system; and
- Actively encourage and create incentives for energy efficiency, where possible.

SCAG adopted mitigation measures associated with the RTP/SCS to reduce regional energy use and consumption. These measures include, but are not limited to, working with local jurisdictions and energy providers, through its Energy and Environment Committee, and administration of the Clean Cities program, Sustainability Planning grants program, and other SCAG energy-related planning activities, to encourage energy efficient building development. Additional measures include, pursuing partnerships with Southern California Edison, municipal utilities, and the California Public Utilities Commission (CPUC) to promote energy

efficient development in the SCAG region through coordinated planning, data, and information-sharing activities.

3.4.1.4. Local

Los Angeles County Metropolitan Transportation Authority (Metro)

Metro's core mission is to ensure the continuous improvement of an efficient and effective transportation system for Los Angeles County. In order to meet its mission, it has developed multiple sustainability initiatives, which promote improvement across the spectrum from ridership, energy savings, and sustainable construction practices. In 2011, Metro published its Energy Conservation and Management Plan (ECMP) to serve as a strategic blueprint for proactively guiding energy use in a sustainable, cost-effective, and efficient manner. The ECMP complements Metro's 2007 Energy and Sustainability Policy, focusing on electricity for rail vehicle propulsion, electricity for rail and bus facility purposes, natural gas for rail and bus facility purposes, and the application of renewable energy. The ECMP addresses current and projected energy needs based on 2010 utility data and existing agency plans to meet increasing ridership through system expansion and new facility construction incorporating Measure R initiatives.

The ECMP examines both supply and demand aspects of energy consumption and analyzes energy use profiles and the various procurement options in terms of rate structures and supply contracts available to the agency. It also identifies opportunities to reduce energy consumption and realize cost savings through the implementation of low-cost operational initiatives and cost-effective capital retrofits. The ECMP includes an evaluation of an optimal organizational structure for its implementation and provides recommended strategies for achieving the objectives set forth. The ECMP strategies follow a Plan-Do-Check-Act process by establishing the Energy Management Action Plan (EMAP), implementing the EMAP, conducting annual reviews, and adjusting or modifying the EMAP based on gathered feedback and documented performance. In the short term, the ECMP calls for expansion of utility data collection and sub-metering of buildings and propulsion injection points to enhance the accuracy of system analyses and identify primary opportunities for improvements.

Following publication of the ECMP, Metro began preparing annual Energy and Resource Reports to provide evaluations on the effectiveness of ECMP strategies. The most recent iteration is the 2017 Energy and Resource Report, which analyzes the sustainability and environmental performance of Metro operational activities during the 2016 calendar year. Relative to 2015, Metro operations in 2016 reduced GHG emissions by 1.2 percent (a decrease of over 4,000 metric tons of carbon dioxide equivalent, and reduced fuel use by 2.7 percent (1 million fewer gallons used). These achievements are testaments to the effectiveness of the ECMP. Key accomplishments highlighted in the 2017 Energy and Resource Report include the expansion of electric vehicle charging station provision, continuance of the photovoltaic technical and preventative maintenance training program for solar installations, and research into fleet conversion to electric. Metro has committed to achieving 33 percent renewable energy use by 2020, striving for new buildings and facilities to meet Leadership in Energy and Environmental Design Certified Gold standards, and installing sub-meters for electricity at all of Metro's facilities as initiatives for further enhancing energy performance of its system.

Metro has adopted a Green Construction Policy committing to less-polluting construction equipment and vehicles and implementing best practices to reduce harmful diesel emissions on all Metro construction projects performed on Metro properties and rights-of-way. Best practices include Tier 4 emission standards for off-road diesel-powered construction equipment with greater than 50 horsepower and restricting idling to a maximum of five minutes.

Metro also requires all projects to submit a Sustainability Plan, which provides the project's goals to, at a minimum, efficiently implement the mandatory sustainability measures as listed in the Sustainability Measures Checklist from the Current Edition of the CCR, CALGreen, and record benefits associated with each measure. Categories which the project must address include: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality.

City of Los Angeles

The City of Los Angeles has implemented numerous regulations, plans, programs, and policies aimed at reducing citywide energy demands and enhancing energy efficiency. The energy conservation efforts are interrelated with strategies to improve sustainability and regional air quality, as well as transportation and traffic congestion. Projects under jurisdiction of the City of Los Angeles are subject to the requirements of the Los Angeles Green Building Code, and implementation of projects is considered in the context of the Sustainable City pLAN which serves as the City's guide for addressing the challenges presented by climate change. Collectively, the City of Los Angeles strives to reduce energy demand and enhance energy efficiency by promoting green buildings, encouraging transit-oriented development, and by approving projects that will reduce VMT and provide alternative modes of transportation.

Los Angeles Department of Water and Power (LADWP)

LADWP annually prepares a Power Integrated Resource Plan (IRP) to provide a 20-year framework to ensure that current and future energy needs of the City of Los Angeles are met. The IRP is LADWP's long-range plan for securing adequate generation resources in order to meet its obligation to provide adequate and low-cost electric service to Los Angeles. The IRP lays out a balanced set of short-term actions and long-term goals for increasing renewable and energy efficiency resources, reducing GHG emissions, and upgrading aging infrastructure. Assessing and managing the City's existing and future energy demand is an important component of the IRP.

3.4.2. EXISTING SETTING

State Energy Resources and Use

The following information was obtained from the U.S. Energy Information Administration's California state profile unless noted otherwise.¹ California contains abundant sources of renewable and nonrenewable energy sources. Non-renewable resources include large crude oil and natural gas deposits that are located within six geological basins in the Central Valley and along the coast. Much of these reserves is concentrated in the southern San Joaquin Basin. Approximately 17 percent of the country's 100 largest oil fields are located in California, including the ninth largest oil field in the contiguous United States, the Belridge South Oil Field, located approximately 40 miles west of Bakersfield in the San Joaquin Valley.² Studies have also indicated that large undiscovered deposits of recoverable oil and gas lie offshore in the Outer Continental Shelf, although federal law currently prohibits new leases on oil and gas extraction in that area.

California is among the top states in the nation in net electricity generation from renewable resources.³ The State leads the nation in net electricity generation from solar, geothermal, and biomass. California is also a leading producer of electricity from conventional hydroelectric power and from wind, ranking fourth in the nation in both. California has considerable solar potential, especially in the southeastern deserts and several of the world's largest solar thermal plants are located in California's Mojave Desert. Substantial geothermal resources are also found in California's coastal mountain ranges and in the volcanic areas of northern California, as well as along the border of Nevada and near the Salton Sea.

Although California's wind power potential is widespread, especially along the eastern and southern mountain ranges, much of the State is excluded from development of this resource because it is in wilderness areas, parks, or urban areas. California has one of the lowest per capita energy consumption rates in the country, partially attributable to energy-efficiency programs that have resulted in less energy consumption. As part of the overall economy, the transportation sector is responsible for the most energy consumption of any sector within the State. More motor vehicles are registered in California than in any other state, and commute times in California rank among some of the longest in the country. California also leads the nation in electricity generation from solar, geothermal, and biomass resources. Total electricity generated in July 2017 was 20,682,000 megawatt-hours.⁴

¹U.S. Energy Information Administration, *California State Profile and Energy Estimates*, October 2017.

²U.S. Energy Information Administration, *Top 100 U.S. Oil and Gas Fields*, March 2015.

³California Energy Commission, *Final 2016 Integrated Energy Policy Report Update- Executive Summary*, February 2017.

⁴U.S. Energy Information Administration, *California State Profile and Energy Estimates*, October 2017.

LADWP Energy Resources and Use

LADWP serves an area covering 465 square miles that includes over four million residents and 1.4 million power customers. As of 2014, 40 percent of electricity was from coal, 22 percent from natural gas, 20 percent from renewable energy, nine percent from nuclear power, seven percent from other or unspecified sources of power, and two percent from large hydroelectric. Total daily generation capacity is over 7,640 megawatts, which allows approximately 23 million MWh in annual use.⁵

Metro Energy Use

Metro’s contribution to regional energy consumption includes on-road vehicle fuel use (which is primarily compressed natural gas) and electricity for rail vehicle propulsion and maintenance and administrative facility operation. Table 3.4.1 presents the Metro system energy use by type of consumption between 2012 and 2016, as well as the change over that time.

Table 3.4.1. Metro Energy Consumption by End Use

Source Category	2012	2013	2014	2015	2016	% Change
Fuel Use (GGE)	42,490,623	43,930,100	44,710,242	43,995,037	42,796,606	-2.7%
Rail Propulsion (kWh)	199,093,552	229,866,746	210,937,940	198,921,473	209,327,358	4.7%
Facility Electricity Use (kWh)	97,500,044	90,099,301	94,144,097	116,146,856	118,782,141	2.3%

Note: GGE = Gasoline Gallon Equivalent. kWh = kilowatt hour

Source: Metro, 2017.

3.4.3. THRESHOLDS OF SIGNIFICANCE

According to the CEQA Guidelines Appendix F, "in order to assure that energy implications are considered in project decisions, CEQA requires that EIRs include a discussion of the potential energy impacts of projects, with particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy." Further, Appendix F of the CEQA Guidelines require that EIRs address the, "wise and efficient use of energy." In accordance with Appendix F of the CEQA Guidelines, a project would normally have a significant impact related to energy if it would:

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

⁵LADWP, *Power Facts and Figures*, 2017.

Additionally, Appendix F of the CEQA Guidelines recommends consideration of the following impact possibilities and potential energy conservation measures when preparing an EIR:

- The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project, including construction, operation, maintenance, and/or removal. If appropriate, the energy intensiveness of materials may be discussed;
- The effects of the project on local and regional energy supplies and requirements for additional capacity;
- The effects of the project on peak- and base-period demands for electricity and other forms of energy;
- The degree to which the project complies with existing energy standards;
- The effects of the project on energy resources; and/or
- The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

3.4.4. IMPACT ANALYSIS AND MITIGATION MEASURES

This section assesses potential impacts associated with the Proposed Project and, if necessary, identifies mitigation measures to eliminate or reduce impacts. The methodology implemented in this assessment consists of evaluating whether the Proposed Project would have significant energy impacts according to the above-stated thresholds.

Impact 3.4.1 Would the Proposed Project result in the use of non-renewable resources in a wasteful or inefficient manner that would conflict with adopted energy conservation plans?

Impact 3.4.2 Would the Proposed Project result in a need for energy supplies and distribution infrastructure or capacity enhancing alterations to existing power or natural gas facilities?

Impact Analysis

Less-than-Significant Impact. The following analysis includes the potential for impacts during construction and operational activities.

Construction

Construction of the Proposed Project is anticipated to begin in early Spring 2019 and finish in Fall 2023. During this time, construction activities would utilize energy resources primarily in the forms of petroleum-based fuels used to power off-road construction vehicles and equipment, construction worker travel, and delivery and haul truck trips; electricity associated with conveyance of water through the LADWP system that would be used for dust control; and energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber. Energy demand is assessed in the context of fuel and electricity use.

The petroleum-based fuel use was conservatively estimated assuming maximum intensity construction activities were occurring daily, such that all pieces of equipment were operating simultaneously and continuously. Construction activity assumptions used in this analysis are identical to the assumptions used for the air quality and GHG analyses and detailed in the Air Quality and Greenhouse Gas Technical Memorandum (Appendix B). Equipment horsepower and load factors were obtained from CalEEMod. Equipment fuel factors, gallons per horsepower-hour, were obtained from the SCAQMD *CEQA Air Quality Handbook*. Truck and worker vehicle fuel consumption factors were obtained from the CARB EMFAC2014 model.

While construction activities would consume petroleum-based fuels, consumption of such resources would be temporary and would cease upon the completion of construction. In addition, construction activities would be subject to compliance with applicable regulatory requirements designed to reduce consumption of energy resources. Specifically, Metro has adopted a Green Construction Policy committing to less polluting construction equipment and vehicles and implementing best practices to reduce harmful diesel emissions on all Metro construction projects performed on Metro properties and rights-of-way. The emission standards are more stringent than the statewide standards established by CARB and typically correspond to greater fuel efficiency than the standard statewide equipment fleet.

Also, CARB regulatory requirements would require idling of all diesel-fueled commercial vehicles over 10,000 pounds to be limited to five minutes at any location during construction. Compliance with this measure, among others, would reduce the consumption of petroleum-based fuels during construction activities.

Table 3.4.2 displays the petroleum-based fuel required by equipment, haul trucks and worker vehicles during construction activities. Also presented is the total combustion energy expressed in therms (100,000 British thermal unit).

Table 3.4.2. Fuel and Combustion Energy from Construction Activities

Vehicle Class	Fuel Type	Fuel Required (Gallons)	Combustion Energy (Therms)
Off-Road Heavy-Duty Equipment	Diesel	214,099	296,576
On-Road Heavy-Duty Trucks	Diesel	92,869	128,645
On-Road Passenger Vehicles	Gasoline	60,530	75,280

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

Electricity would be consumed through the conveyance of the water used during construction activities required for fugitive dust control during site preparation, excavation and grading. In accordance with SCAQMD Rule 403, it is anticipated that watering would occur three times daily to reduce fugitive dust emissions from material movement and travel on unpaved surfaces. Using standard methodology from CalEEMod, it was estimated that watering during construction activities would require approximately 2,567,000 gallons, resulting in the consumption of 24,969 kilowatt-hours of electricity associated with water distribution.

Additionally, electricity may be used to provide any necessary temporary power for lighting and electronic equipment inside and outside temporary construction trailers. This electricity, if needed, would either be supplied by LADWP, obtained from the existing electrical lines, from battery packs, or (to a lesser degree) from portable generators. Construction of electrical infrastructure is not anticipated to adversely affect the electrical infrastructure serving the surrounding uses, utility system capacity, or existing electrical infrastructure. Similar to the use of petroleum-based fuels, electricity consumed during construction would be temporary and cease upon completion of construction, as well as vary depending on site-specific operations and the amount of construction occurring at any given time. Furthermore, the electricity demand during construction would be slightly offset with the removal of the existing development on the Project Site, which currently generates a demand for electricity.

The on-site electrical system for the Proposed Project would consist of electrical lines, conduits, banks and transformers, as needed. New service installations and connections would be scheduled and implemented in a manner that would result in minimal to no electrical service interruptions to other properties. Compliance with LADWP's guidelines and requirements would ensure that Metro fulfills its responsibilities relative to infrastructure installation, coordinates any electrical infrastructure removals or relocations with LADWP, and limits any impacts associated with grading, construction and development within LADWP easements.

While it is difficult to measure the energy used in the production of construction materials such as asphalt, steel, and concrete, it is reasonable to assume that the production of construction materials would employ all reasonable energy conservation practices in the interest of minimizing the cost of doing business. Compliance with Metro policies would result in the use of sustainable materials and recycled content, when feasible, that would reduce energy consumption during construction activities. Furthermore, the Proposed Project would incorporate best management practices outlined in Metro's Green Construction Policy, and sustainable practices for energy efficiency, water efficiency and conservation, and material conservation and resource efficiency would be incorporated into the Proposed Project as outlined in Metro's Sustainability Plan requirement.

Construction activities would not result in the wasteful, inefficient, or unnecessary use of energy resources, create energy utility system capacity problems, create problems with the provision of energy services, or result in a significant impact associated with the construction or new or expanded energy facilities. As discussed above, construction would not violate any local, State, or federal energy standards or consume a substantially greater amount of energy than other similar projects. Therefore, the Proposed Project would result in a less-than-significant impact related to energy resources.

Operations

The majority of operational energy use would be related to powering the rail cars and lighting the Project Site. The Proposed Project would replace an existing TPSS with a new, more efficient TPSS. Changes in electricity use related to the TPSS system would be minimal. There would be approximately 107 additional employees at the Project Site after completion of the

Proposed Project, which would result in the use of negligible amounts of regional transportation fuel.

Electricity transmission to the Project Site is provided and maintained by LADWP through a network of utility poles and underground utility lines. The existing Division 20 Rail Yard is well lit for maintenance and safety purposes. New lighting would be required for the storage yard north of the 1st Street Bridge. Electricity use at this location was estimated using data provided by the CalEEMod for surface parking lots. Metro provided facility data for existing electricity use at the Project Site, which supports 104 heavy rail vehicles. Proposed Project electricity use was estimated using the baseline consumption and maintenance of 282 heavy rail vehicles.^{6,7} The Proposed Project would utilize approximately 38,880 megawatt-hours per year of electricity. That would be an average of approximately 107 megawatt-hours per day. It is anticipated that additional electricity use would be less than 0.2 percent of the LADWP total use of 63,014 megawatt-hours per day. The Proposed Project would not place a disproportionate burden on LADWP supply or off-site electrical infrastructure. As a result, the Proposed Project would not significantly increase electricity use from existing conditions.

The existing Division 20 Rail Yard uses 9,780 therms (977,767 cubic feet) per year of natural gas.⁸ Based on the number of heavy rail vehicles maintained at the Project Site, natural gas consumption during operations would be approximately 26,519 therms (2,651,267 cubic feet) per year. The California Energy and Electric Utilities estimates natural gas consumption within the Southern California Gas Company (SoCalGas) planning area that encompasses the Project Site will be approximately 250,060 therms (25 million cubic feet) per day in 2024.⁹ Annually, the SoCalGas planning estimates for 2024 are approximately 91,271,900 therms and 9,125,000,000 cubic feet. Based on these estimates, the Proposed Project would represent approximately 0.2 percent or less of available natural gas. The Proposed Project would not require the need for a new source of natural gas, nor would it place a disproportionate burden on the gas supply relative to similar projects.

The Proposed Project would allow Metro to operate the Purple Line Extension at full capacity and improve headways for the Red and Purple Lines. The Purple Line Extension would extend the existing Metro Purple Line heavy rail transit subway from its current terminus at the Wilshire/Western Station to a new western terminus near the Veterans Affairs West Los Angeles Medical Center. According to its Record of Decision, the Metro Purple Line Extension, “will reduce congestion by providing reliable, higher speed transit service. During peak periods, rail operating speeds are faster than speeds for a comparable trip by automobile, providing more reliability in travel time variation. The improved convenience of transit improvements in the corridor would encourage use of a public transit alternative that would reduce daily vehicle trips, VMT, and congestion on roadways.”¹⁰ Importantly for

⁶Metro, *E-mail Correspondence with Evan Rosenberg, Environmental Specialist*, February 1, 2018.

⁷Terry A. Hayes Associates Inc., *Energy Use Calculations for the Division 20 Rail Yard*, February 1, 2018.

⁸*Ibid.*

⁹California Gas and Electric Utilities, *2016 California Gas Report*, 2016.

¹⁰FTA, *Environmental Record of Decision for the Westside Subway Extension*, August 9, 2012.

regional energy consumption, the Proposed Project would assist in reductions in regional VMT and energy consumption.

Overall, the Proposed Project would be designed and constructed in accordance with State, City, and Metro green building standards that would serve to reduce the energy demand of the Proposed Project. The Proposed Project does not conflict with Metro design criteria or CCR, Title 24 including Part 1 - California Building Standards Administrative Code, Part 2 - California Building Code, Part 6 - California Energy Code, Part 11 - CALGreen, and Part 12 - California Reference Standards Code. In addition, energy demand would be within the existing and planned electricity and natural gas capacities. The Proposed Project would not violate State or federal energy standards or consume a substantial amount of energy in either construction or operation as compared to similar projects. Operational activities would not conflict with adopted energy conservation plans, use non-renewable resources in a wasteful or inefficient manner, and/or result in a need for energy supplies and distribution infrastructure or capacity-enhancing alterations to existing power or natural gas facilities. Therefore, the Proposed Project would result in a less-than-significant impact related to energy resources.

Mitigation Measures

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

3.5. GREENHOUSE GAS EMISSIONS

Greenhouse gases (GHGs) refer to a group of chemical compounds that are generally believed to affect global climate conditions. The greenhouse effect is a concept in atmospheric science that describes the process by which certain atmospheric gases—GHGs—absorb energy from sunlight within the Earth’s atmosphere and prevent it from being released back into space. This mechanism is responsible for maintaining a warm, habitable environment on the planet’s surface based on the equilibrium concentrations of the gases. GHGs such as carbon dioxide (CO₂), methane (CH₄) and nitrous oxide (N₂O) keep the average surface temperature of the Earth close to 60 degrees °F.

For each GHG, a global warming potential (GWP) has been calculated to reflect the atmospheric residence time and how strongly it absorbs energy relative to CO₂ on a per-kilogram basis. GWP is a metric that indicates the relative climate forcing of a kilogram of emissions when averaged over the period of interest both 20-year and 100-year horizons are used for the GWPs in Table 3.5.1. To account for this higher potential, emissions of other GHGs are frequently expressed in the equivalent mass of CO₂, denoted as CO₂e.

Table 3.5.1. Global Warming Potential for Selected Greenhouse Gases

Pollutant	Lifetime (Years)	Global Warming Potential (20-Year)	Global Warming Potential (100-Year)
Carbon Dioxide	100	1	1
Nitrous Oxide	121	264	265
Nitrogen Trifluoride	500	12,800	16,100
Sulfur Hexafluoride	3,200	17,500	23,500
Perfluorocarbons	3,000-50,000	5,000-8,000	7,000-11,000
Black Carbon	days to weeks	270-6,200	100-1,700
Methane	12	84	28
Hydrofluorocarbons	Uncertain	100-11,000	100-12,000

Source: CARB, 2014.

Long-term and irrevocable shifts in weather, including temperature, precipitation, and seasonal patterns are referred to as climate change. According to the Intergovernmental Panel on Climate Change (IPCC), climate change caused by GHG emissions is anticipated to result in sea-level rise, climate-related hazards, extinction of species, species migration, reduced food production, exacerbated health problems, slower economic growth, and displacement of people¹. Some of the possible effects of climate change along the California Coast include:

- Sea-level rise that threatens coastal wetlands, infrastructure, and property.
- Increased storm activity, together with sea-level rise, could increase beach erosion and cliff undercutting.

¹Intergovernmental Panel on Climate Change (IPCC), *Fifth Assessment Report*, 2014.

- Warmer temperatures and more frequent storms due to El Niño that bring more rain instead of snow to the Sierra Nevada Mountains, reducing supply of water for summer needs.
- Decreased summer runoff and warming ocean temperatures that affect salinity, water circulation, and nutrients in the Pacific Ocean, possibly leading to complex changes in marine life.

3.5.1. REGULATORY FRAMEWORK

3.5.1.1. Federal

The federal government's position on climate change is in flux under the current Presidential administration. For example, President Donald Trump has stated that the United States will withdraw from the Paris Climate Accord, an agreement within the United Nations Framework Convention on Climate Change addressing GHG emission reduction strategies, climate change adaptation, and finance starting in the year 2020. Most applicable federal policies apply to fuel efficiency standards, which are not directly applicable to the Proposed Project. However, the United States Supreme Court ruled in *Massachusetts v. Environmental Protection Agency*, 127 S.Ct. 1438, that CO₂ and other GHGs are pollutants under the federal CAA, which the USEPA must regulate if it determines they pose an endangerment to public health or welfare. On December 7, 2009, the USEPA made two distinct findings: 1) that the current and projected concentrations of the six key GHGs (CO₂, CH₄, N₂O, hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride) in the atmosphere threaten the public health and welfare of current and future generations; and 2) that the combined emissions of these GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution which threatens public health and welfare.

3.5.1.2. State

California has adopted a variety of statewide legislation to address various aspects of climate change and GHG emissions. Much of this legislation is not directed at citizens or jurisdictions specifically; rather, it establishes a broad framework for the State's long-term GHG reduction and climate change adaptation program. The governor has also issued several executive orders related to the State's evolving climate change policy. Below is a summary of GHG legislation applicable to the Proposed Project.

Assembly Bill 32 (AB 32)

AB 32 requires the CARB to develop and enforce regulations for the reporting and verification of statewide GHG emissions and directs the CARB to set a GHG emission limit—based on 1990 levels—to be achieved by 2020. The Bill set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner. On December 11, 2008, the CARB adopted the AB 32 Scoping Plan, which sets forth the framework for facilitating the State's goal of reducing GHG emissions to 1990 levels by 2020. The first update of the AB 32 Scoping Plan was adopted on May 22, 2014. CARB is drafting the next update of the Scoping Plan. CARB released a draft of the second update of the Scoping

Plan in November 2017.² The second update includes strategies to meet a 2030 GHG reduction goal of 40 percent below 1990 levels (the goal set out in Executive Order (EO) B-30-15 and Senate Bill (SB) 32, described below). Neither AB 32 nor the updated AB 32 Scoping Plan establishes regulations implementing the Legislature’s statewide goals for reducing GHGs at the project level.

The AB 32 Scoping Plan outlines a series of technologically feasible and cost-effective measures to reduce statewide GHG emissions, including expanding energy efficiency programs, increasing electricity production from renewable resources (at least 33 percent of the statewide electricity mix), increasing automobile efficiency, implementing the Low-Carbon Fuel Standard, and developing a cap-and-trade program. Multiple AB 32 Scoping Plan measures address GHG emissions from transportation fuels and energy. Together, the elements of the AB 32 Scoping Plan will ensure that overall statewide emissions will be decreased to the extent necessary to achieve AB 32’s emissions reduction goals.

Senate Bill 32 (SB 32)

In 2016, the California Legislature passed SB 32, which expands upon AB 32, and codifies a 2030 GHG emission reduction target of 40 percent below 1990 levels. The passage of SB 32 was contingent on the passing of Assembly Bill 197 (SB 197), which increases legislative oversight of CARB and provides additional direction for developing the Scoping Plan.

Assembly Bill 1493 (AB 1493)

AB 1493 makes amendments to the Clean Car Standards (Chapter 200, Statutes of 2002), also known as the “Pavley” regulations which require reductions in GHG emissions in new passenger vehicles from 2009 through 2016. These amendments are part of California’s commitment toward a nation-wide program to reduce new passenger vehicle GHGs from 2012 through 2016. The Clean Car Standards required CARB to develop and adopt standards for vehicle manufacturers to reduce GHG emissions coming from passenger vehicles and light-duty trucks at a “maximum feasible and cost-effective reduction” by January 1, 2005. Pavley I took effect for model years starting in 2009 to 2016; and Pavley II, which is now referred to as “Low Emission Vehicle (LEV) III GHG,” will cover 2017 to 2025. Fleet average emission standards would reach 22 percent reduction by 2012 and 30 percent by 2016.

In January 2012, CARB adopted the Advanced Clean Cars Program to extend AB 1493 through model years 2017 to 2025. This program will promote all types of clean fuel technologies such as plug-in hybrids, battery electric vehicles, compressed natural gas vehicles, and hydrogen powered vehicles while reducing smog and saving consumers’ money in fuel costs. Fuel savings may be up to 25 percent by 2025.

²CARB, *California’s 2017 Climate Change Scoping Plan*, November 2017, https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf.

Senate Bill 375 (SB 375)

SB 375 was enacted to reduce GHG emissions from automobiles and light trucks through integrated transportation, land use, housing and environmental planning. Under the SB 375, Metropolitan Planning Organizations are tasked with incorporating SCS as an element in RTPs. The SCS documents are intended to:

- Identify the general location of uses, residential densities, and building intensities within the region;
- Identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the RTP taking into account net migration into the region, population growth, household formation, and employment growth;
- Identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region;
- Identify a transportation network to service the transportation needs of the region;
- Gather and consider the best practically available scientific information regarding resource areas and farmland in the region;
- Consider the State housing goals;
- Set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the GHG emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the GHG emission reduction targets approved by the State board; and
- Allow the RTP to comply with the CAA.

State Cap-and-Trade Program

This program creates a market-based system with an overall emissions limit for affected sectors, including electric utilities, large industrial facilities and distributors of transportation, natural gas and other fuels.

Senate Bills 1078/107/X 1-2

SBs 1078 and 107, California's Renewables Portfolio Standard, obligated investor-owned energy service providers and Community Choice Aggregations to procure an additional 1 percent of retail sales per year from eligible renewable sources until 20 percent was reached (by 2010). The CPUC and CEC are jointly responsible for implementing the program. SB X 1-2, called the California Renewable Energy Resources Act, obligates all California electricity providers to obtain at least 33 percent of their energy from renewable resources by 2020.

Executive Order S-01-07 (EO S-01-07)

EO S-01-07 established a Low-Carbon Fuel Standard and directed the Secretary of the Cal/EPA to develop and propose protocols for measuring the life-cycle carbon intensity of transportation fuels.

Executive Order S-3-05 (EO S-3-05)

EO S-3-05 established State GHG emission targets of 1990 levels by 2020 (the same as AB 32, enacted later and discussed below) and 80 percent below 1990 levels by 2050. It calls for the Secretary of the Cal/EPA to be responsible for the coordination of State agencies and progress reporting. In response to the EO, the Secretary of the Cal/EPA created the CAT. California's CAT originated as a coordinating council organized by the Secretary of the Cal/EPA.

Executive Order B-30-15 (EO B-30-15)

EO B-30-15 established a mid-term goal for 2030 of reducing GHG emissions by 40 percent below 1990 levels and required CARB to update its current AB 32 Scoping Plan to identify the measures to meet the 2030 target. The EO supports EO S-3-05, described above, but is currently binding only on State agencies.

California Green Building Standards Code

In January 2010, the California Building Standards Commission adopted the statewide mandatory CALGreen Part 11 of Title 24, CCR. The CALGreen was updated in 2015 to require additional energy savings. CALGreen applies to the planning, design, operation, construction, use and occupancy of every newly constructed building or structure.

Senate Bill 97 (SB 97) and California Environmental Quality Act (CEQA)

By enacting SB 97 in 2007, California's lawmakers expressly recognized the need to analyze GHG emissions as a part of the CEQA process. SB 97 required the Office of Planning and Research (OPR) to develop, and the Natural Resources Agency to adopt, amendments to the CEQA Guidelines addressing the analysis and mitigation of GHG emissions. Those CEQA Guidelines amendments clarified several points, including the following (CEQA and Climate Change):

- Lead agencies must analyze the GHG emissions of proposed projects and must reach a conclusion regarding the significance of those emissions (CEQA Guidelines Section 15064.4).
- When a project's GHG emissions may be significant, lead agencies must consider a range of potential mitigation measures to reduce those emissions (CEQA Guidelines Section 15126.4(c)).

- Lead agencies must analyze potentially significant impacts associated with placing projects in hazardous locations, including locations potentially affected by climate change (CEQA Guidelines Section 15126.2(a)).
- Lead agencies may significantly streamline the analysis of GHG on a project level by using a programmatic GHG emissions reduction plan meeting certain criteria (CEQA Guidelines Section 15183.5(b)).
- CEQA mandates analysis of a proposed project's potential energy use (including transportation-related energy), sources of energy supply, and ways to reduce energy demand, including through the use of efficient transportation alternatives (CEQA Guidelines, Appendix F).

Senate Bill 743 (SB 743)

SB 743 encourages land use and transportation planning decisions and investments that reduce vehicle miles traveled that contribute to GHG emissions, as required by AB 32. SB 743 requires the OPR to develop revisions to the CEQA Guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas that promote the reduction of GHG emissions, the development of multi-modal transportation networks, and a diversity of land uses. It also allows OPR to develop alternative metrics outside of transit priority areas.

California Air Pollution Control Officers Association (CAPCOA)

CAPCOA is a non-profit association of the air pollution control officers from all 35 local air quality agencies throughout California. CAPCOA promotes unity and efficiency in State air quality issues and strives to encourage consistency in methods and practices of air pollution control. In 2008, CAPCOA published the *CEQA and Climate Change White Paper (2008)*. This paper is intended to serve as a resource for reviewing GHG emissions from projects under CEQA. It considers the application of thresholds and offers approaches toward determining whether GHG emissions are significant. The paper also evaluates tools and methodologies for estimating impacts and summarizes mitigation measures.

3.5.1.3. Regional

Southern California Association of Governments (SCAG)

SCAG is the Metropolitan Planning Organization for the six-county region that includes Los Angeles, Orange, Riverside, Ventura, San Bernardino and Imperial counties. SCAG adopted the 2016-2040 RTP/SCS on April 7, 2016, and it includes a strong commitment to reduce emissions from transportation sources to comply with SB 375. SB 375 requires CARB to develop regional CO₂ emission reduction targets (exclusive of Pavley emissions that are counted separately), compared to 2005 emissions, for cars and light trucks for 2020 and 2035 for each Metropolitan Planning Organization. The 2016-2040 RTP/SCS charts a course for closely integrating land use and transportation planning including in areas labeled as High

Quality Transit Areas. High Quality Transit Areas reflect areas with rail transit service or bus service where lines have peak headways of less than 15 minutes.

The 2016-2040 RTP/SCS was prepared through a collaborative, continuous and comprehensive process by SCAG and it serves as an update to the 2012-2035 RTP/SCS. Major themes in the 2016-2040 RTP/SCS that are relevant to the Proposed Project include integrating strategies for land use and transportation, striving for sustainability, protecting and preserving the existing transportation infrastructure, increasing capacity through improved system management, and giving people more transportation choice. Importantly, the 2016-2040 RTP/SCS states that the region will meet or exceed the SB 375 per capita targets, lowering regional per capita GHG emissions (below 2005 levels) by eight percent by 2020 and 18 percent by 2035. The 2016-2040 RTP/SCS also states that regional 2040 per capita emissions would be reduced by 22 percent, although CARB has not established a 2040 per capita emissions target.

South Coast Air Quality Management District (SCAQMD)

SCAQMD released draft guidance regarding interim CEQA GHG significance thresholds. In its October 2008 document, the SCAQMD proposed the use of a percent emission reduction target (e.g., 30 percent) to determine significance for commercial/residential projects that emit greater than 3,000 metric tons per year. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for stationary source/industrial projects where the SCAQMD is the lead agency. However, SCAQMD has yet to adopt a GHG significance threshold for land use development or transportation projects and has formed a GHG CEQA Significance Threshold Working Group to further evaluate potential GHG significance thresholds.

The GHG CEQA Significance Threshold Working Group is tasked with providing guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. Members of the working group included government agencies implementing CEQA and representatives from various stakeholder groups that will provide input to the SCAQMD staff on developing CEQA GHG significance thresholds. The working group discussed multiple methodologies for determining project significance. These methodologies included categorical exemptions, consistency with regional GHG budgets in approved plans, a numerical threshold, performance standards, and emissions offsets.³ The GHG CEQA Significance Threshold Working Group has not convened since 2011 and has not adopted any GHG significance thresholds that would apply to the Proposed Project.

3.5.1.4. Local

Los Angeles County Metropolitan Transportation Authority (Metro)

Metro's Countywide Sustainability Planning Program provides leadership for the implementation of a regional transit system that increases mobility, fosters walkable and livable communities,

³SCAQMD, *GHG CEQA Significance Thresholds*, December 1, 2008.

and minimizes GHG emissions and environmental impacts.⁴ The Countywide Planning Policy is a tool for defining long-term, desired sustainability outcomes in order to facilitate greater coordination and collaboration across transportation modes, planning disciplines and government agencies. The Policy aims to fully integrate sustainability into Metro's planning functions, complement and provide a framework for building upon federal, State, regional and local sustainability policies/plans, and foster collaboration and inspire partnerships that will lead to more sustainable communities.

Metro's Climate Action and Adaptation Plan establishes a framework to reduce GHG emissions and prepare for the impacts of climate change.⁵ The first section of the Plan addresses the need to mitigate climate change by reducing GHG emissions. It provides an accounting of Metro's current and forecast emissions, as well as a discussion of actions that Metro can take to further reduce emissions from private vehicles. The bulk of this section presents a framework for reducing emissions from Metro's internal operations. Metro's progress on emissions reductions and emissions reduction strategies is documented in the annual Energy and Resource Reports, which analyzes the sustainability and environmental performance of Metro operational activities during each calendar year. The second section identifies Metro services and assets that are likely to be affected by climate impacts. Several adaptation strategies are presented that could address these vulnerabilities. A third section provides next steps for both the mitigation and the adaptation components of the Plan. Refer to the Plan for a detailed discussion of GHG emission reduction strategies and adaptation strategies.

Metro's ECMP is a strategic blueprint to guide energy use in a sustainable, cost-effective, and efficient manner. The ECMP complements Metro's Energy and Sustainability Policy, focusing on electricity for rail vehicle propulsion, electricity for rail and bus facility purposes, natural gas for rail and bus facility purposes, and the application of renewable energy (e.g., solar and wind). The ECMP addresses energy needs and plans to meet increasing ridership through system expansion and new facility construction. It identifies opportunities to reduce energy consumption and realize cost savings through the implementation of low cost operational initiatives and cost-effective capital retrofits. The ECMP also evaluates and recommends an optimal organizational structure and approach for the focused and effective implementation of an agency-wide ECMP. Finally, the ECMP provides a set of implementation strategies for implementing the plan.

Metro has adopted a Green Construction Policy committing to less polluting construction equipment and vehicles and implementing best practices to reduce harmful diesel emissions on all Metro construction projects performed on Metro properties and rights-of-way.⁶ Best practices include Tier 4 emission standards for off-road diesel-powered construction equipment greater than 50 horsepower and restricting idling to a maximum of five minutes. The emission standards are more stringent than the statewide standards established by CARB.

⁴Metro, *Countywide Sustainability Planning Policy and Implementation Plan*, December 2012.

⁵*Ibid.*

⁶Metro, *Green Construction Policy*, August 2011.

Additionally, Metro released a Resiliency Indicator Framework Report in 2015 “to help prioritize and evaluate climate adaptation implementation priorities to ensure infrastructure resilience and maintain a good state of repair.”⁷ The report outlines metrics referred to as resiliency indicators that “facilitate the process of continual improvement and help prioritize actions for Metro’s planning, construction, and operational activities.”⁸ The intent is that the indicators will “contribute to the understanding of the progress of Metro’s climate management efforts over time and allow the agency to gauge the effectiveness of specific strategies.”⁹ The indicators include both technical and organizational dimensions of Metro’s operations, and cover principles such as robustness, safe to fail, redundancy, change readiness, networks, and leadership and culture.

City of Los Angeles

The City of Los Angeles has issued guidance promoting green building to reduce GHG emissions. The goal of the Green LA Action Plan (GreenLA) is to reduce GHG emissions 35 percent below 1990 levels by 2030.¹⁰ The Plan identifies objectives and actions designed to make the City a leader in confronting global climate change. The measures would reduce emissions directly from municipal facilities and operations and create a framework to address City-wide GHG emissions. GreenLA lists various focus areas in which to implement GHG reduction strategies. Focus areas include energy, water, transportation, land use, waste, port, airport, and ensuring that changes to the local climate are incorporated into planning and building decisions.

In order to provide detailed information on action items discussed in the GreenLA, the City published an implementation document titled ClimateLA. ClimateLA presents the existing GHG inventory for the City, includes enforceable GHG reduction requirements, provides mechanisms to monitor and evaluate progress, and includes mechanisms that allow the plan to be revised in order to meet targets. By 2030, the plan aims to reduce GHG emissions by 35 percent from 1990 levels which were estimated to be approximately 54.1 million metric tons. Thus, the City will need to lower annual GHG emissions to approximately 35.1 million metric tons per year by 2030. To achieve these reductions the City has developed strategies that focus on energy, water use, transportation, land use, waste, open space and greening, and economic factors.

In addition to the GreenLA, Mayor Eric Garcetti released L.A.’s first-ever Sustainable City pLAN (pLAN) on April 8, 2015. The pLAN is a roadmap to achieving short-term results and sets a path to strengthen and transform the City in future decades. Recognizing the risks posed by climate change, Mayor Garcetti set time-bound outcomes on climate action, most notably to reduce GHG emissions by 45 percent by 2025, 60 percent by 2035, and 80 percent by 2050, all against a 1990 baseline.

⁷Metro, *Resiliency Indicator Framework*, December 2015.

⁸*Ibid.*

⁹*Ibid.*

¹⁰City of Los Angeles, *Green LA: An Action Plan to Lead the Nation in Fighting Global Warming*, May 2007.

Through the completion and verification of the GHG inventory update, the City concluded that:

- The City accounted for approximately 36.2 million metric tons of CO₂e in 1990;
- The City's most recent inventory shows that emissions fell to 29 million metric tons of CO₂e in 2013; and
- Los Angeles's emissions are 20 percent below the 1990 baseline as of 2013, putting Los Angeles nearly halfway to the 2025 pLAN reduction target of 45 percent. In addition, the 20 percent reduction exceeds the 15 percent statewide goal listed in the first update to the AB 32 Scoping Plan.

The second annual (2016-2017) pLAN was released and notable progress has been made:¹¹

- As of January 2017, the City had 1,390 publicly accessible electric vehicle chargers, including 45 fast chargers—the most of any city in the United States;
- The City's electric vehicle car sharing pilot program for disadvantaged neighborhoods will help avoid the purchase of 1,000 cars--the equivalent of cutting up to an estimated 4,700 metric tons of CO₂ annually--while providing critical benefits for low-income communities; and
- LADWP has achieved 1,900 gigawatt-hours in cumulative electricity savings since 2010-2011, putting the City ahead of schedule to meet its 15 percent energy efficiency target for 2020 and saving nearly one million metric tons of CO₂.

County of Los Angeles

The County of Los Angeles has published a Community Climate Action Plan. The purpose of the Community Climate Action Plan is to mitigate and avoid GHG emissions associated with community activities in unincorporated Los Angeles County. The Project Site is located in the City of Los Angeles and the Community Climate Action Plan is not relevant to the Proposed Project.

3.5.2. EXISTING SETTING

California's GHG emissions have followed a declining trend within the past decade. Table 3.5.2 shows the California GHG emissions inventory rounded to the nearest whole number for the years 2006 to 2015. The transportation sector remains the largest source of GHG emissions within the State, accounting for 37 percent of the inventory, with an increase in 2015, from year 2014.¹²

¹¹City of Los Angeles, *Sustainable City pLAN 2nd Annual Report 2016-2017*, 2017.

¹²CARB, *California GHG Emission Inventory: 2017 Edition*, June 6, 2017.

Table 3.5.2. California Greenhouse Gas Emissions Inventory

Sector	CO ₂ e Emissions (Million Metric Tons)									
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Transportation	185	184	173	166	163	160	159	158	160	165
Electric Power	108	105	114	101	90	88	95	90	88	84
Commercial and Residential	43	43	44	44	45	46	43	44	37	38
Industrial	93	90	90	87	91	91	91	93	94	92
Recycling and Waste	10	11	12	12	14	15	16	17	18	19
High Global Warming Potential	10	11	12	12	14	15	16	17	18	19
Agriculture	36	36	36	34	35	35	36	35	36	35
Emissions Total	485	480	481	456	452	450	456	454	451	452

Source: CARB, 2017.

Emissions from the electricity sector have continued to decline due to the increase of zero-GHG energy generation sources. Emissions from the electric power sector comprise 19 percent of 2015 statewide GHG emissions. GHG emissions from this sector declined by 5.2 percent in 2015 compared to 2014. Furthermore, there has been a loss in electricity generation due to the San Onofre Nuclear Generating Station. The decline in hydropower has been replaced by solar, wind and natural gas generation.

Per capita GHG emissions in California have continued to drop from a peak in 2001 of 14.0 metric tons per person to 11.3 metric tons per person in 2015, a 19 percent decrease. Overall trends in the inventory also demonstrate that the carbon intensity of California’s economy is declining, representing a 33 percent decline since the 2001 peak, while the State’s Gross Domestic Product has grown 37 percent during this period.¹³

SCAG estimated regional transportation GHG emissions in the 2016-2040 RTP/SCS for a 2012 emissions scenario. The SCAG regional transportation total was estimated to be 243,152 tons per day of CO₂. Los Angeles County, the largest county in the SCAG region, represented 120,929 tons per day of transportation emissions, or 50 percent of the regional transportation total.

3.5.3. THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines, the Proposed Project would have a significant impact related to greenhouse gas emissions and climate change if it would:

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

The SCAQMD has yet to adopt a GHG significance threshold for transportation or land use development projects, although it has adopted significance thresholds for industrial-type

¹³CARB, *California GHG Emission Inventory: 2017 Edition*, June 6, 2017.

projects for which it is the lead agency. However, those industrial thresholds are not relevant to the project.

On November 30, 2015, the California Supreme Court issued an opinion on GHG significance thresholds for CEQA in the case *Center for Biological Diversity et al. vs. California Department of Fish and Wildlife*. The following discussion is paraphrased from that case, which assessed the use of GHG significance thresholds.

The Court stated that California air pollution control officials and air quality districts have made several proposals for numerical thresholds. Multiple agencies' efforts at framing GHG significance issues have not yet coalesced into any widely accepted set of numerical significance thresholds but have produced a certain level of consensus on the value of AB 32 consistency as a criterion. Neither AB 32 nor the AB 32 Scoping Plan set out a mandate or method for CEQA analysis of GHG emissions from a project. A 2007 CEQA Amendment, however, required the preparation, adoption and periodic update of guidelines for mitigation of GHG impacts. The resulting direction was that a lead agency should attempt to describe, calculate or estimate the amount of GHG; the Proposed Project will emit, but recognizes that agencies have discretion in how to do so. It goes on to provide that when assessing the significance of GHG emissions, the lead agency should consider these factors among others:

- (1) The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting;
- (2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and
- (3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of GHG emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the Proposed Project.

The Court also acknowledged that the scope of global climate change and the fact that GHGs, once released into the atmosphere, are not contained in the local area of their emission means that the impacts to be evaluated are global rather than local. For many air pollutants, the significance of their environmental impact may depend greatly on where they are emitted; for GHG, it does not.

Meeting statewide reduction goals does not preclude all new development. Rather, the Scoping Plan, the State's roadmap for meeting AB 32's target, assumes continued growth and depends on increased efficiency and conservation in land use and transportation from all Californians. To the extent a project incorporates efficiency and conservation measures sufficient to contribute its portion of the overall GHG reductions necessary for the entire State, one can reasonably argue

that a project's impact is not cumulatively considerable, because it would be helping to solve the cumulative problem of GHG emissions as envisioned by California law. Given the reality of growth, some GHG emissions from new development is inevitable. The critical CEQA question is the cumulative significance of a project's GHG emissions, and from a climate change point of view it does not matter where in the State those emissions are produced. Under these circumstances, evaluating the significance of GHG emissions by their effect on the State's efforts to meet its long-term goals is a reasonable threshold.

Using consistency with AB 32's statewide goal for GHG reduction, rather than a numerical threshold, as a significance criterion is also consistent with the broad guidance provided by Section 15064.4 of the CEQA Guidelines. Section 15064.4 was drafted to reflect that there is no iron-clad definition of significance. Section 15064.4 was not intended to restrict agency discretion in choosing a method for assessing GHG emissions, but rather to assist lead agencies in investigating and disclosing all that they reasonably can regarding a project's GHG emissions impacts.

While the Supreme Court held that establishing a significance criterion based on consistency with AB 32's reduction goals was appropriate, the court found that there was no substantial evidence supporting the conclusion of the EIR at issue in that case that the project would be consistent with AB 32's reduction goals. As background, AB 32 requires statewide GHG emissions to return to 1990 levels by 2020. In the AB 32 Scoping Plan, CARB determined that meeting this statewide GHG reduction goal would require a 29 percent reduction in statewide emissions from a business-as-usual approach (i.e., an approach with no conservation or regulatory efforts beyond what was in place when the forecast was made).

Based on this, the EIR had concluded the Proposed Project would not result in a significant climate change impact because the Proposed Project was designed to reduce GHG emissions by 31 percent over a business-as-usual approach. The Supreme Court found that there was no substantial evidence that the project-level reduction of 31 percent in comparison to business as usual is consistent with AB 32's statewide goal of a 29 percent reduction from business as usual. The Court reasoned that the Scoping Plan nowhere related its statewide level of reduction efforts to the percentage of reduction that would or should be required from individual projects, and nothing in the administrative record indicated that the required percentage reduction from business-as-usual is the same for an individual project as for the entire State population and economy. The Court suggested, however, that an appropriate threshold could assess whether a project would comply with regulatory programs designed to reduce emissions from particular activities.

3.5.4. IMPACT ANALYSIS AND MITIGATION MEASURES

This section assesses potential impacts associated with the Proposed Project and, if necessary, identifies mitigation measures to eliminate or reduce impacts. The methodology implemented in this assessment consists of evaluating whether the Proposed Project would have significant GHG impacts according to the above-stated thresholds.

Impact 3.5.1 Would the Proposed Project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Impact Analysis

Less-than-Significant Impact. The following analysis addresses the potential for impacts during construction and operational activities.

Construction

It is very unlikely that any individual development project would generate GHG emissions of a sufficient magnitude to directly impact regional climate change; therefore, there would be no direct GHG emissions impact resulting from implementation of the Proposed Project and any impact would be considered on an indirect or cumulative basis. There are currently no officially adopted quantitative Metro or SCAQMD thresholds of significance pertaining to GHG emissions generated by construction of projects of this nature. Construction activities associated with implementation of the Proposed Project would be temporary and GHG emissions attributed to equipment and vehicle sources would cease upon completion of construction.

Construction of the Proposed Project is anticipated to begin in early Spring 2019 and finish in Fall 2023, followed by several months of testing and commissioning prior to opening for use in November 2023. General activity phases that would occur during construction of the Proposed Project include demolition of structures and widening of the existing Division 20 portal, modification of the existing 1st Street Bridge, grading and excavation to level the Project Site, installation of the new storage tracks, and construction of the turnback tracks and installation of a new TPSS and emergency backup power generator. It is proposed that the first two phases of construction activity may utilize up to eight pieces of construction equipment per day, and that the latter two phases of construction activity would utilize up to 10 pieces of construction equipment per day. As a conservative exercise, the GHG emissions assessment assumed that the entire equipment inventory for each phase would be operating continuously for eight hours per day.

Demolition activities would raze and remove approximately 306,875 square feet of existing building structures resulting in a maximum of 15 truckloads per day, and excavation would involve the displacement and disposal of approximately 100,000 CY of material at an off-site facility resulting in a maximum of 25 truckloads per day. It was assumed that installation of the new storage tracks and construction of the turnback facility would require a maximum of 10 truckloads of material deliveries per day for the purposes of emissions modeling. CalEEMod was utilized to prepare estimates of GHG emissions that would be generated by construction of the Proposed Project. Sources of GHG emissions during construction activities include heavy-duty diesel equipment exhaust, construction worker trips vehicle exhaust, and materials delivery and disposal trucks vehicle exhaust. Direct correspondence with Metro provided the demolition quantities, excavation quantities, equipment inventories, and worker and truck trips. Detailed CalEEMod emissions modeling output files containing input data can be found in the Air Quality and Greenhouse Gas Technical Memorandum.

SCAQMD’s interim guidance for GHG analyses recommends that construction GHG emissions be “amortized over a 30-year project lifetime, so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies.”¹⁴ Table 3.5.3 displays the results of the GHG emissions analysis for heavy duty construction equipment and vehicle trips and presents the amortized annual rate over a 30-year construction period in accordance with SCAQMD methodology.

Table 3.5.3. Estimated GHG Emissions – Proposed Project Construction

Source Category	Emissions (Metric Tons)
Construction Equipment	2,138.9
Vehicle Trips	1,500.3
Total	3,639.2
Amortized Total (30-Year Period)	121.3
Maximum Annual (2019)	995.8

Note: Based on SCAQMD guidance, the emissions summary also includes construction emissions amortized over a 30-year span.

Source: Terry A. Hayes Associates Inc., 2017.

Total GHG emissions associated with construction of the Proposed Project would be 3,639.2 MTCO₂e, with the maximum annual GHG emissions throughout the duration being approximately 995.8 during the first year of construction. Amortized over a 30-year period, annual GHG emissions resulting from construction activities would represent approximately 121.3 MTCO₂e annually. All construction equipment would be maintained and inspected in accordance with the Metro Green Construction Policy—as well as applicable SCAQMD Rules and Regulations—to ensure that emissions are consistent with regulatory standards. All construction equipment utilized would have engines meeting Tier 4 emission standards in accordance with the Metro Green Construction Policy; however, this does not affect GHG emissions. All diesel haul trucks would be operated in accordance with existing CARB regulations, and idling would be restricted as set forth in the Metro Green Construction Policy.

Operations

Operation of the Proposed Project would result in both direct and indirect GHG emissions. Following the completion of construction activities in 2023, operation of the Proposed Project would involve train travel through the expanded Division 20 Rail Yard portal and storage of rail cars within the existing and proposed turnback facilities. Implementation of the Proposed Project would increase the train storage capacity in the Division 20 Rail Yard from 104 to 282 and would require approximately 107 additional employees at the Project Site who would commute through a combination of single-occupancy vehicles, carpools, and public transit. Employee commuting to and from the Project Site would represent a direct source of GHG emissions. Indirect GHG emissions would be generated through the increase in electricity

¹⁴SCAQMD, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, October 2008, available at: <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds/page/2>, as of January 17, 2018.

use, natural gas use, and water use associated with the expansion of the storage yard. Direct and indirect GHG emissions were quantified for operation of the Proposed Project.

Direct GHG emissions would be generated by motor vehicle exhaust released through employee commuting. The CARB developed the EMFAC2017 emissions model for use as a tool in estimating mobile source GHG emissions. The EMFAC2017 emissions model contains emission factors for CO₂, CH₄, and N₂O based on VMT. Daily VMT associated with operational employee trips were estimated using regional surveys conducted by CAPCOA that were compiled in the formulation of the CalEEMod software. The CalEEMod default average trip length for work trips within Los Angeles County is 16.6 miles, which results in total daily VMT of 3,552.4 miles. For the purposes of the emissions analysis it was conservatively assumed that all employees would commute individually. Annual direct GHG emissions from motor vehicle exhaust in 2023 would be approximately 379 MTCO₂e. As mandatory CARB programs related to fuel and engine efficiency are implemented in the future, annual direct GHG emissions from motor vehicles will decrease.

Indirect GHG emissions during operation of the Proposed Project would result from the increase in provision of energy resources, including electricity, natural gas, and water. GHG emissions are indirectly generated through the production of electricity, the burning of natural gas, and generating the electricity used for conveyance of water throughout the LADWP distribution system. Under existing conditions, the Project Site accommodates 104 rail cars, and as of 2016 the annual energy demand for the rail yard was approximately 14,338.7 megawatt-hours (MWh) of electricity, approximately 9,780 therms of natural gas, and approximately 3.2 million gallons of water according to correspondence with Metro. The energy resources demand was linearly extrapolated based on the ratio of storage capacity for 282 cars in the future operational condition relative to 104 cars in the existing condition. Annual operation of the Proposed Project in 2023 would require approximately 38,879.9 MWh of electricity, approximately 26,518.8 therms of natural gas, and approximately 8.7 million gallons of water.

Table 3.5.4 presents the results of GHG emissions modeling for operation of the Proposed Project. The data include amortized construction emissions. GHG emissions associated with electricity were estimated using the 2015 LADWP CO₂ intensity factor value of 1,132 pounds CO₂ per MWh and the CalEEMod regional survey data values of 0.029 pounds per CH₄/MWh and 0.00617 pounds per N₂O/MWh. GHG emissions associated with natural gas use were estimated using the CalEEMod regional survey data values of 11.76 pounds per CO₂/therm, 0.000225 pounds per CH₄/therm, and 0.000216 pounds per N₂O/therm. GHG emissions associated with water conveyance were estimated using the CalEEMod electricity intensity factor of 13.02 MWh/million gallons and the emission intensity factors stated above for electricity use. As shown in Table 3.5.4, annual operation of the Proposed Project would generate approximately 20,707.4 MTCO₂e.

Table 3.5.4. Estimated GHG Emissions – Proposed Project Operation

Source Category	Emissions (Metric Tons CO ₂ Equivalents)
Construction (Amortized)	121.3
Mobile Vehicle Trips	379.0
Direct Electricity Use	20,006.7
Direct Natural Gas Combustion	142.3
Indirect Electricity Use from Water Conveyance	58.1
Total Annual GHG Emissions	20,707.4
NET GHG EMISSIONS ANALYSIS	
Existing Conditions Energy-Related GHG Emissions	7,452.3
Reduction in Regional Transportation GHG Emissions (WPLE)	33,215.0
Net Annual Emissions	-19,959.9

Note: Based on SCAQMD guidance, the emissions summary also includes construction emissions amortized over a 30-year span.

Source: Terry A. Hayes Associates Inc., 2017.

The Proposed Project would allow Metro to operate the Metro Purple Line Extension at full capacity and improve headways for the Purple and Red Lines. According to the Record of Decision, the Metro Purple Line Extension, “will reduce congestion by providing reliable, higher speed transit service.” The GHG emissions analysis for the Proposed Project would allow Metro to operate the Purple Line Extension. Metro has determined that annual regional GHG emissions would be reduced by approximately 33,215 MTCO₂e as a result of the Metro Purple Line Extension. Additionally, existing energy resource consumption at the Project Site currently generates approximately 7,452.3 MTCO₂e annually. As the effects of GHG emissions on regional and global climate change are cumulative in nature, it is appropriate to consider the net change in regional GHG emissions resulting from implementation of the Proposed Project in conjunction with the Metro Purple Line Extension. Ultimately, implementation of the Proposed Project and the Purple Line Extension would reduce regional GHG emissions by approximately 19,959.9 MTCO₂e.

Therefore, implementation of the Proposed Project would not have the potential to generate direct or indirect GHG emissions that may have a significant impact on the environment; impacts would be less than significant.

Mitigation Measures

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

Impact 3.5.2 Would the Proposed Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions?

Impact Analysis

Less-than-Significant Impact. The following analysis addresses the potential for impacts during construction and operational activities. In recognition of the extensive regulatory framework adopted to reduce GHG emissions, Metro prepared a Countywide Sustainability Plan to highlight sustainable features of the Proposed Project that are in line with Metro

sustainability policies. The Countywide Sustainability Plan also recommends design, construction, and maintenance features and technologies that could be realistically incorporated to maximize the sustainable potential.

Construction

As discussed previously, GHG emissions are regionally cumulative in nature and it is highly unlikely construction of any individual project would generate GHG emissions of sufficient quantity to conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Metro is committed to enhancing regional sustainability, and the expansion of the public transit system is consistent with regional efforts to provide alternative modes of transportation in lieu of passenger vehicles. Construction activities would be conducted in accordance with the stringent best management practices set forth in the Metro Green Construction Policy, such as restrictions on vehicle and equipment idling and scheduling of construction activities that affect traffic flow on the arterial system to off-peak hours to the extent feasible.

Standard construction procedures would be undertaken in accordance with SCAQMD and CARB regulations applicable to heavy duty construction equipment and diesel haul trucks. Adhering to requirements pertinent to equipment maintenance and inspections and emissions standards, as well as diesel fleet requirements related to idling restrictions, would ensure that construction of the Proposed Project would not conflict with GHG emissions reductions efforts. Additionally, the Proposed Project will give competitive preference for construction products and services that conserve natural resources, such as recycled materials. Impacts would be less than significant.

Operations

Operation of the Proposed Project would involve train travel through the expanded Division 20 Rail Yard portal and storage of rail cars within the existing and proposed turnback facilities. Implementation of the Proposed Project would increase the number of trains stored in the Division 20 Rail Yard from 104 to 282. However, the trains are powered by electric propulsion and do not constitute mobile sources of GHG emissions. There would be approximately 107 additional employees at the Project Site after completion of the Proposed Project. Employees would arrive through a combination of single-occupancy vehicles, carpools, and public transit. Annual direct GHG emissions associated with employee commuting would be no greater than approximately 379 MTCO₂e. Annual indirect GHG emissions associated with energy consumption would be approximately 20,207 MTCO₂e. However, when accounting for reductions in regional GHG emissions as a result of the Purple Line Extension, there would be a net reduction of approximately -19,960 MTCO₂e annually.

In addition, the Proposed Project would allow Metro to operate the Purple Line Extension at full capacity and improve headways for the Purple and Red Lines. The Purple Line Extension would extend the existing Metro Purple Line heavy rail transit subway from its current terminus at Wilshire/Western Station to a new western terminus near the West Los Angeles Veterans Administration Hospital. According to the Record of Decision, the Metro Purple Line

Extension, “will reduce congestion by providing reliable, higher speed transit service. During peak periods, rail operating speeds are faster than speeds for a comparable trip by automobile, providing more reliability in travel time variation. The improved convenience of transit improvements in the corridor would encourage use of a public transit alternative that would reduce daily vehicle trips, VMT, and congestion on roadways.”¹⁵ Importantly for regional GHG emissions, the Proposed Project would assist in reductions in regional VMT and associated emissions.

Reducing regional VMT and associated GHG emissions is the primary objective of the SCAG 2016–2040 RTP/SCS. The entirety of the Purple Line Extension was incorporated into the regional transportation and GHG emissions analyses for the 2016–2040 RTP/SCS and is included in the Project Listing. The Proposed Project would provide the necessary storage capacity infrastructure to accommodate the Purple Line Extension. Enhancing and expanding the Metro public transit network is at the crux of reducing regional VMT and associated GHG emissions, which is the top priority of the regional and local transportation and sustainability plans, as well as the CARB Scoping Plan. Therefore, implementation of the Proposed Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions and would be directly contributory to regional efforts to improve sustainability and reduce VMT. This impact would be less than significant.

Mitigation Measures

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

¹⁵FTA, *Environmental Record of Decision for the Westside Subway Extension*, August 9, 2012.

3.6. HAZARDS AND HAZARDOUS MATERIALS

This section provides an overview of hazards and hazardous materials and evaluates the construction and operational impacts associated with the Proposed Project. The term “hazardous materials” can have varying definitions for different regulatory programs. For the purpose of the following analysis, the term “hazardous materials” refers to both hazardous materials and hazardous waste. The California Health and Safety Code Section 25501 define hazardous materials as follows:

“Hazardous Material means a material... that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment.”¹

Hazardous materials include but are not limited to: (1) hazardous substances, (2) hazardous products, (3) hazardous waste, and (4) any material which a handler or the administering agency “has a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or environment.”

3.6.1. REGULATORY FRAMEWORK

3.6.1.1. Federal

U.S. Environmental Protection Agency (USEPA)

The USEPA’s mission is to protect human health and the environment. The USEPA’s purpose is to ensure that all Americans are protected from significant risks to human health and the environment in which they live, learn, and work. The USEPA is an integral consideration in U.S. policies concerning natural resources, human health, economic growth, energy, transportation, agriculture, industry, and international trade. The USEPA’s Integrated Risk Information System (IRIS) program supports its mission by identifying and characterizing the health hazards of chemicals found within the environment, and each IRIS assessment covers a chemical, a group of related chemicals, or a complex mixture. Oversight of chemical storage and manufacturing in coordination with their partner agencies remains a key focus of the USEPA, as well as efforts to reduce urban air toxics.²

3.6.1.2. State

Department of Toxic Substances Control (DTSC)

Authority for the statewide administration and enforcement of Resource Conservation and Recovery Act (RCRA) rests with the DTSC of the Cal/EPA. While the DTSC has primary State responsibility in regulating the generation, storage, and disposal of hazardous materials,

¹ California Health and Safety Code, Section 25501.

²USEPA, *Basic Information about the Integrated Risk Information System*, <https://www.epa.gov/iris/basic-information-about-integrated-risk-information-system>, accessed December 12, 2017.

DTSC may further delegate enforcement authority to local jurisdictions. In addition, the DTSC is responsible and/or provides oversight for contamination cleanup and administers State-wide hazardous waste reduction programs. DTSC operates programs to accomplish the following: (1) deal with the aftermath of improper hazardous waste management by overseeing site cleanups; (2) prevent releases of hazardous waste by ensuring that those who generate, handle, transport, store, and dispose of wastes do so properly; and (3) evaluate soil, water, and air samples taken at sites.³

The storage of hazardous materials in underground storage tanks (USTs) is regulated by Cal/EPA's State Water Resources Control Board (SWRCB), which has delegated authority to the Regional Water Quality Control Board (RWQCB) and typically, on the local level, to the local fire department.

Asbestos Regulations

The CCR regulates asbestos exposure for workers as defined in Section 1502 of the California Division of Occupational Safety and Health's Title 8 regulations, including demolition or salvage of structures where asbestos is present; removal or encapsulation of materials containing asbestos; construction, alteration, repair, maintenance, or renovation of structures, substrates, or portions thereof, that contain asbestos; installation of products containing asbestos; asbestos spill/emergency cleanup; transportation, disposal, storage, containment of and housekeeping activities involving asbestos or products containing asbestos, on the site or location at which construction activities are performed; and excavation that may involve exposure to asbestos as a natural constituent that is not related to asbestos mining and milling activities.

Lead Regulations

Because of its toxic properties, lead is regulated as a hazardous material. Lead is also regulated as a toxic air contaminant. State-certified contractors must perform inspection, testing, and removal (abatement) of lead-containing building materials in compliance with applicable health and safety and hazardous materials regulations.

3.6.1.3. Local

Certified Unified Program Agency (CUPA)

The CUPA, which has the responsibility for implementing federal and State laws and regulations pertaining to hazardous materials management, is the Environmental Health Division of the County Health Department. The Unified Program is the consolidation of six State environmental regulatory programs into one program under the authority of a CUPA. A CUPA is a local agency that has been certified by Cal/EPA to implement these programs within the local agency's jurisdiction. This program was established under the amendments to

³California Department of Toxic Substances Control, *DTSC: Who We Are and What We Do*, http://www.dtsc.ca.gov/InformationResources/DTSC_Overview.cfm, accessed March 3, 2018.

the California Health and Safety Code made by SB 1082 in 1994. The six consolidated programs are:

- Hazardous Materials Release Response Plan and Inventory
- California Accidental Release Prevention
- Hazardous Waste (including Tiered Permitting)
- Underground Storage Tanks
- Aboveground Storage Tanks (Spill Prevention Control and Countermeasures requirements)
- Uniform Fire Code Article 80 Hazardous Material Management Program and Hazardous Material Identification System

Los Angeles Fire Department (LAFD)

The LAFD monitors the storage of hazardous materials in the City for compliance with local requirements. Specifically, businesses and facilities that store more than threshold quantities of hazardous materials as defined in Chapter 6.95 of the California Health and Safety Code are required to file an Accidental Risk Prevention Program with the LAFD. This program includes information such as emergency contacts, phone numbers, facility information, chemical inventory and hazardous materials handling and storage locations. The LAFD also has delegated authority to administer and enforce federal and State laws and local ordinances for USTs. Plans for the construction/installation, modification, upgrade and removal of USTs are reviewed by LAFD Inspectors.

City of Los Angeles

The Methane Seepage Regulations, contained within LAMC Chapter IX, Article 1, Division 71 (Sections 91.7101 through 91.7109), establish requirements for mitigation and other general building requirements to prevent potential environmental and harmful health effects that could be caused by the construction of buildings located in a defined Methane Hazard Zone within the City. All new buildings and paved areas located in a Methane Zone or Methane Buffer Zone must comply with the requirements of LAMC Sections 91.7103 and 91.7104 and the Methane Mitigation Standards established by the Superintendent of Building. The Methane Mitigation Standards identify installation procedures, design parameters and test protocols for the methane gas mitigation system.

South Coast Air Quality Management District (SCAQMD)

The SCAQMD regulates asbestos through Rule 1403, Asbestos Emissions from Renovation/Demolition Activities. Rule 1403 regulates asbestos as a toxic material and controls the emissions of asbestos from demolition and renovation activities by specifying agency notifications, appropriate removal procedures and handling and cleanup procedures. Rule 1403 applies to owners and operators involved in the demolition or renovation of asbestos containing structures, asbestos storage facilities, and waste disposal sites. SCAQMD also regulates VOC emissions from contaminated soil through Rule 1166, Volatile Organic Compound Emissions from Decontamination of Soil. Rule 1166 sets requirements to

control the emission of VOCs from excavating, grading, handling, and treating soil contaminated with VOCs as a result of leakage from storage or transfer operations, accidental spillage, or other deposition.

3.6.2. EXISTING SETTING

The following is a brief description of former and current land uses on the Project Site that could potentially result in the release of hazards and hazardous materials during construction and operation of the Proposed Project. The hazards and hazardous materials that could potentially be encountered in each area of the Project Site are listed in Table 3.6-1. The table also identifies properties associated with the Methane Zone and Methane Buffer Zone.

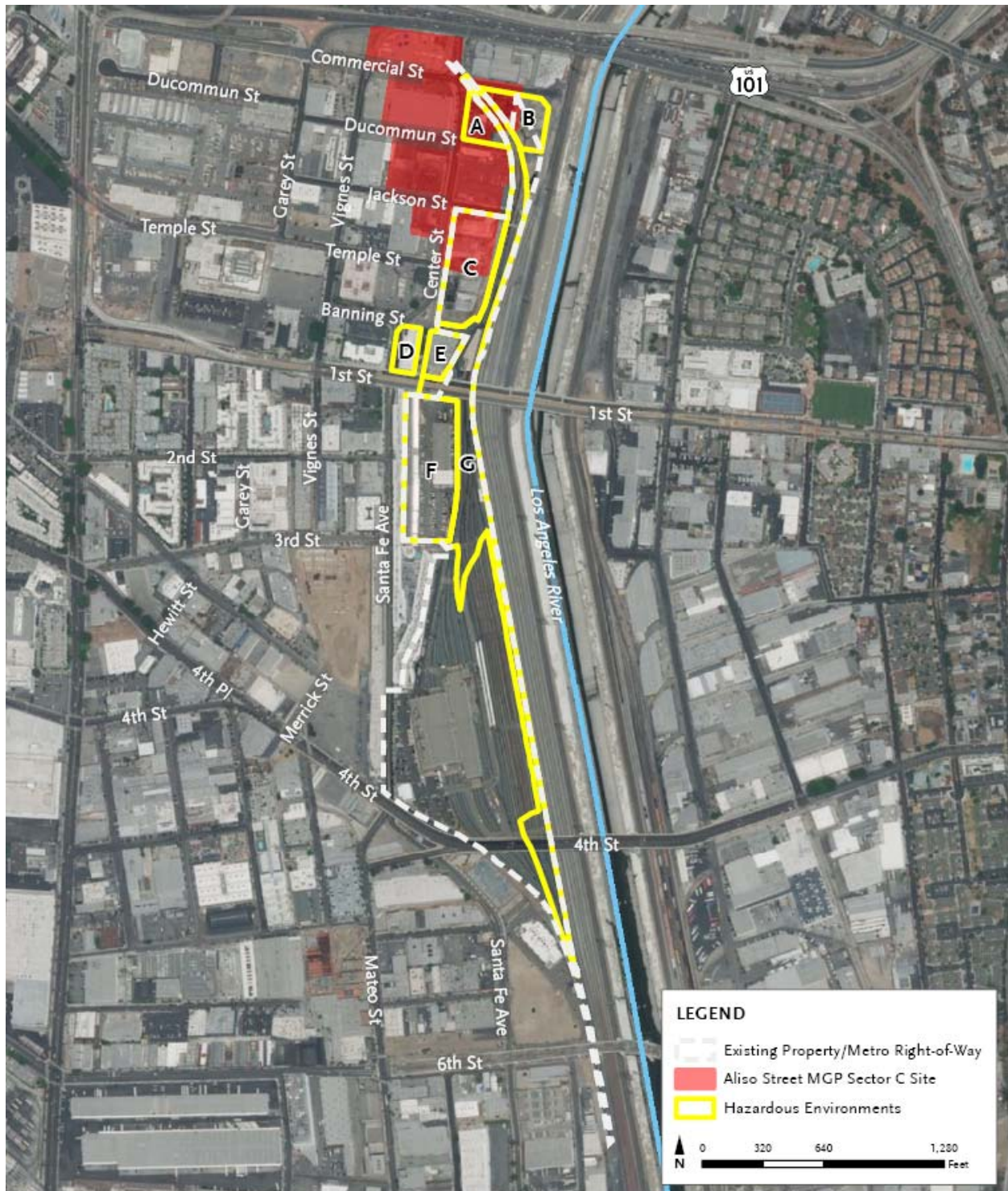
Table 3.6.1. Hazardous Environments within the Project Site

Hazardous Environment on Figure 3.6.1	Current Use	Potentially Present Hazards and Hazardous Materials
A	Los Angeles Police Department (LAPD) Viertel's Central Division Police Garage	1, 2, 3, 4, 5, 6, 7, 9, 10
B	Temporary Storage Area (TSA)	1, 2, 5, 8, 9, 10
C	National Cold Storage Facility (Vacant)	1, 2, 3, 4, 5, 6, 7, 8, 9
D	Commercial Building at 100-120 North Santa Fe Avenue (Vacant)	3, 4, 5, 6, 7, 9
E	Citizens Warehouse/Lysle Storage Company Building (Vacant)	3, 4, 6, 7, 9
F	MOW Operations, Parking, and Material Management	2, 3, 4, 5, 6, 7, 8, 9
G	Division 20 Rail Yard Train Tracks	2, 5, 6, 7, 8, 9

- 1) Former Aliso Street Manufactured Gas Plant (MGP) by-products (i.e., Polycyclic Aromatic Hydrocarbons [PAHs], VOCs, and heavy metals)
- 2) Total Petroleum Hydrocarbons (TPH)
- 3) Asbestos-containing building materials
- 4) Lead-based Paint (LBP)
- 5) Asbestos-Containing Materials (ACM) in sub-grade utilities
- 6) Polychlorinated Biphenyl (PCB)-containing building materials
- 7) Universal Waste
- 8) Treated Wood Waste (TWW)
- 9) Methane Zone (as defined by the Los Angeles Department of Building and Safety (LADBS))
- 10) Methane Buffer Zone (as defined by LADBS)

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

Figure 3.6.1 Hazardous Environments on the Project Site



NOTE: Hazardous environment boundaries were defined based on current use and potentially present hazards and hazardous materials.
Source: Terry A. Hayes Associates Inc., 2018; Department of Toxic Substances Control, 2002.

Retired Hazardous Land Uses on the Project Site

The Proposed Project is located in an area that has historically been used for industrial and railroad purposes. Between the late 1880s and the early 1930s, the Southern California Gas Company (SoCal Gas) owned and operated a manufactured gas plant (MGP) known as the Aliso Street MGP in the vicinity of the Project Site. Among other structures, the Aliso Street MGP contained a large aboveground gasholder (approximately six million cubic feet in capacity) and water cooling towers. In 1942, under a contract to the U.S. Defense Plant Corporation, SoCal Gas converted much of the Aliso Street MGP facility to produce butadiene, a raw material used in the manufacture of synthetic rubber. Butadiene production continued at this facility until 1947. Most of the butadiene plant facilities were demolished in 1952, except for the large gasholders that were removed in 1973.⁴ The approximate location of the closest portion (Sector C) of the Aliso Street MGP is shown in red on Figure 3.6.1. The Proposed Project's portal widening and storage tracks would occur in a portion of this area.

Further south on the Project Site is the location of the former National Cold Storage facility. Associated buildings were predominantly used for poultry processing and storage, freezer storage, warehouse, office, and equipment storage between 1892 through the 1980s.⁵ To support these functions, the property was developed with paved parking and loading docks, a rail spur, a network of refrigeration and cooling pipes, and other associated equipment.⁶ Due to the time period of construction of the former National Cold Storage facility, ACMs and LBP could be encountered during demolition. The location of the National Cold Storage facility is indicated by the letter "C" on Figure 3.6.1. Some of the Proposed Project's storage tracks would be constructed in this area.

South of the former National Cold Storage facility is the Citizens Warehouse/Lysle Storage Company building. This building was built in the latter part of the 19th century and was originally used as a pickling factory before being converted for paper manufacturing, and later, other industrial uses.⁷ Due to the time period of construction of the building, ACMs and LBP could be encountered during demolition. The location of the Citizens Warehouse/Lysle Storage Company building is indicated by the letter "E" on Figure 3.6.1. Some of the Proposed Project's storage tracks would be constructed in this area.

All other portions of the Project Site are currently in use and are described below.

Current Land Uses on the Project Site

Today, the majority of the Project Site is occupied by the existing Division 20 Rail Yard, where Metro Red and Purple Line vehicle maintenance occurs. There have been railroad tracks and railroad spurs in this area since the latter part of the 19th century.⁸ Due to the age of these

⁴GlobalASR, *Division 20 Portal Widening/Turnback Facility Project Hazardous Materials Technical Memorandum*, 2017.

⁵ICF International, *Division 20 Portal Widening/Turnback Facility Project Historical Resources Technical Memorandum*, 2017.

⁶GlobalASR, *Division 20 Portal Widening/Turnback Facility Project Hazardous Materials Technical Memorandum*, 2017.

⁷ICF International, *Division 20 Portal Widening/Turnback Facility Project Historical Resources Technical Memorandum*, 2017.

⁸GlobalASR, *Division 20 Portal Widening/Turnback Facility Project Hazardous Materials Technical Memorandum*, 2017.

tracks, soil in the area may have been contaminated by polycyclic aromatic hydrocarbons (PAHs), VOCs, and heavy metals.⁹ The location of the Division 20 Rail Yard within the footprint of the Proposed Project is indicated by the letters “F” and “G” on Figure 3.6.1. The Proposed Project’s track reconfiguration and storage track construction would occur in this area.

Currently in operation on the Project Site are the LAPD Viertel’s Central Division Police Garage, Metro’s Temporary Storage Area, and a commercial property at 100-120 North Santa Fe Avenue. The former two areas are used for the parking of vehicles and associated office activities, and their locations within the footprint of the Proposed Project are indicated by the letters “A” and “B” respectively on Figure 3.6.1. The Proposed Project’s portal widening would occur in this area. The commercial property at 100-120 North Santa Fe Avenue is indicated by letter “D” on Figure 3.6.1. The Proposed Project would occupy this property with displaced MOW administrative activities.

3.6.3. THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the State CEQA Guidelines, the Proposed Project would have a significant impact related to hazards and hazardous materials if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment;
- Be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, and result in a safety hazard for people residing or working in the project area;
- Be located within the vicinity of a private airstrip, and result in a safety hazard for people residing or working in the project area;
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; and/or
- Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

⁹GlobalASR, *Division 20 Portal Widening/Turnback Facility Project Hazardous Materials Technical Memorandum*, 2017.

3.6.4. IMPACT ANALYSIS AND MITIGATION MEASURES

This section assesses potential impacts associated with the Proposed Project and, if necessary, identifies mitigation measures to eliminate or reduce impacts. The methodology implemented in this assessment consists of evaluating whether the Proposed Project would have significant hazards and/or hazardous materials impacts according to the aforementioned thresholds.

Impact 3.6.1 Would the Proposed Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Impact Analysis

Less-than-Significant Impact with Regulatory Compliance (Construction); Less-than-Significant Impact (Operations). The potential for significant public or environmental hazards resulting from routine transport, use, or disposal of hazardous materials was evaluated individually for construction and operations based on the differences in pertinent environmental concerns.

Construction

The Proposed Project would demolish and/or renovate 306,875 square feet of existing buildings in Hazardous Environments A, C, D, E, and F. The demolition process would require the transport and disposal of hazardous waste. Some of the anticipated demolition-related hazardous waste (i.e., batteries and mercury-containing lamps and thermostats) is known as “universal waste” and can be recycled and is of low risk to the public or environment. Other anticipated hazardous waste (e.g., ACMs, LBP, PCB) is of higher risk and can pose a significant hazard to the public or environment. The Proposed Project would also excavate approximately 100,000 cubic yards of soil associated with leveling and portal widening. This excavation, in addition to the removal and modification of the 1st Street Bridge piers and superstructure, would require the transport of soil that has been contaminated by PAHs, VOCs, TPHs, and heavy metals during Aliso Street MGP operations and two centuries of rail activity.

The Proposed Project would construct new storage tracks, reconfigure existing tracks to accommodate a turnback facility, install a new traction power substation and an emergency backup power generator. Most hazardous waste generated during construction (e.g., TWW, unused or off-specification paint and primer, paint thinner, solvents, and vehicle and equipment maintenance-related materials) is of low risk and can be recycled. However, construction equipment may drip small quantities of hazardous materials (e.g., fuel oil and grease) and contaminate soil that would need to be discarded.

The use and transport of hazardous materials is strictly regulated by local, State, and federal agencies, including the California Division of Occupational Safety and Health, the City of Los Angeles Fire Code, SCAQMD, and all other federal, State, and local regulations. Metro would be required to comply with all relevant rules and regulations, some of which are listed below. Compliance with regulatory control measures would ensure that the Proposed Project would

result in a less-than-significant impact related to the transport, use, or disposal of hazardous materials during construction.

- ACMs, lead-based paint, polychlorinated biphenyl, TWW, and universal waste would be removed, segregated, and disposed by licensed contractors in accordance with the 1994 Federal Occupational Exposure to Asbestos Standards, SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities), Title 22 of the CCR Division 4.5 (Hazardous Waste), the U.S. Department of Housing and Urban Development Lead-Based Paint Guidelines, and Title 40 of the CFR Part 761.
- In the event that large quantities of fuel oil and grease are spilled, Metro would be required to notify the appropriate local, State, or federal authorities. Such spills would be controlled as quickly as is practical to minimize the footprint of the spill. Soil and materials contaminated during the spill would be placed into drums for offsite disposal.
- Pursuant to SCAQMD Rule 1166 (Volatile Organic Compound Emissions from Decontamination of Soil), Metro would be required to obtain a plan to minimize VOC emissions to the atmosphere during excavation and any subsequent handling of contaminated soil. Metro would implement all control measures outlined in this plan, including those that pertain to the excavation of soils contaminated with VOCs and total petroleum hydrocarbons.
- The excavation and transport of soils contaminated by heavy metals (e.g., lead) would be managed according to SCAQMD Rule 1466 (Control of Particulate Emissions from Soils with Toxic Air Contaminants).

Operations

Operation of the Proposed Project would involve the occasional use, storage, and disposal of hazardous materials that could include limited quantities of vehicle fuels, oils, transmission fluids, paints, solvents, cleaners and pesticides. The Proposed Project would not generate significant amounts of hazardous materials that would require routine transport, use, or disposal. Therefore, the Proposed Project would result in a less-than-significant impact related to the transport, use, and disposal of hazardous materials during operations.

Mitigation Measures

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

Impact 3.6.2 **Would the Proposed Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

Impact Analysis

Less-than-Significant Impact with Regulatory Compliance (Construction); Less-than-Significant Impact (Operations). The potential for significant public or environmental hazards resulting from reasonably foreseeable upset or accident conditions involving the release of

hazardous materials into the environment was evaluated individually for construction and operations based on the differences in pertinent environmental concerns.

Construction

Construction activities that involve substantial subsurface disturbance may present issues for methane or subterranean utilities under the Project Site. Portions of the Project Site are located within the methane buffer zone and the methane zone as defined by LADBS. Methane is regarded as hazardous due to its potential for explosion. In addition, several subterranean utilities may be disturbed during construction activities. Potentially vulnerable/intrusive dry utilities include electrical ducts, train systems and controls duct banks, train and yard communications duct banks, train signaling duct banks, and natural gas lines. Potentially vulnerable/intrusive wet utilities include the sewer as well as the existing Division 20 Rail Yard's fire water system, tunnel portal fire lines, and domestic water lines. These subterranean utilities would need to be relocated, modified, or protected if their location would cause them to be damaged during or interfere with construction. In the case of natural gas lines, inappropriate handling could result in explosion. Hazardous materials are strictly regulated by local, State, and federal agencies, including the California Division of Occupational Safety and Health, the City of Los Angeles Fire Code, and all other federal, State, and local regulations. Metro would be required to comply with all relevant rules and regulations, some of which are listed below. Compliance with regulatory control measures would ensure that the Proposed Project would result in a less-than-significant impact related to accident conditions involving the release of hazardous materials into the environment during construction.

- Pursuant to Section 91.7104.1 of the City of Los Angeles Methane Code (Ordinance Nos. 175790 and 180619), site testing of subsurface geological formations would be conducted by a Metro-approved testing agency under the supervision of a licensed architect or registered engineer or geologist. The licensed architect or registered engineer or geologist would be required to indicate the testing instruments used and testing procedure followed. The testing procedure would meet the Methane Mitigation Standards established by the Superintendent of Building.
- All paving work and building construction within the methane zone or methane buffer zone as defined by LADBS would be required to comply with Methane Mitigation Standards established by the Superintendent of Building as well as the requirements outlined in Sections 91.7103 and 91.7104 of the City of Los Angeles Methane Code (Ordinance Nos. 175790 and 180619).
- The utility conflict relocation study would be prepared, which would incorporate design criteria from the City of Los Angeles Department of Public Works, the City of Los Angeles Bureau of Engineering's Manuals and Standards, and the California Public Utilities Commission's policies, guidelines, and Rules of Practice and Procedure.

Operations

As discussed above, vehicle maintenance activities during the Proposed Project's operations would require the frequent use of routine detergents and cleansers. There is also potential for fuels, oils, and transmission fluids to drip or spill from Metro non-revenue vehicles in limited quantities. Accidental exposure to some of these chemicals can pose physical hazards (e.g., chemical burns) or health hazards (e.g., poisoning), which may give rise to acute or chronic illnesses. The properties and health effects of different chemicals are unique to each chemical and depend on the extent to which an individual is exposed. The exposure of individuals to hazardous materials would be limited by the limited quantities of these materials that would be stored and used on the Project Site. The Proposed Project would not include use or storage of chemicals that have the potential to result in an offsite upset or accidental event. Therefore, the Proposed Project would result in a less-than-significant impact related to accident conditions involving the release of hazardous materials into the environment during operation.

Mitigation Measures

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

Impact 3.6.3 Would the Proposed Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Impact Analysis

Less-than-Significant Impact with Regulatory Compliance (Construction); Less-than-Significant Impact(Operations). The potential for significant public or environmental hazards resulting from hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school was evaluated individually for construction and operations based on the differences in pertinent environmental concerns.

Construction

The Project Site has been investigated and contaminated materials are known to exist within the construction area. Contaminated materials would need to be transported to and disposed at appropriate facilities. The Felicitas & Gonzalo Mendez High School and Utah Street Elementary School are within one-quarter mile of the Project Site but located to the east across the Los Angeles River and not along the haul route. However, SCI-Arc is located within one-quarter mile of the Project Site and near construction activities. Students of this school could be exposed to hazardous construction materials. Hazardous materials are strictly regulated by local, State, and federal agencies, including the California Division of Occupational Safety and Health, the City of Los Angeles Fire Code, and all other federal, State, and local regulations. Metro would be required to comply with all relevant rules and regulations, some of which are listed above under Impact Statement 3.6.1. Compliance with regulatory control measures would ensure that construction of the proposed project would result in a less-than-significant impact related to the handling of hazardous materials within one-quarter mile of an existing school.

Operations

As discussed above, vehicle maintenance activities during the Proposed Project's operations would require the frequent use of hazardous materials such as detergents and cleansers. There is also potential for fuels, oils, and transmission fluids to drip or spill from Metro non-revenue vehicles in limited quantities. However, the potential for exposure to these hazards and hazardous materials would generally be limited to the Project Site within the Division 20 Yard and not students or staff at the aforementioned schools. The Division 20 Yard is staffed with personnel trained in spill response who follow a site-specific Hazardous Materials Business Plan. Metro staff is available 24-hours a day through the Quality Assurance Department to respond to hazardous materials releases, and Metro sites frequently undergo emergency response drills. There would be no hazardous emissions associated with operations of the Proposed Project. Therefore, the Proposed Project's operations would result in a less-than-significant impact related to hazardous emissions or the handling of hazardous materials and waste within one-quarter mile of an existing school during operations.

Mitigation Measures

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

Impact 3.6.4 **Would the Proposed Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

Impact Analysis

Less-than-Significant Impact with Regulatory Compliance (Construction); Less-than-Significant Impact (Operations). The potential for significant public or environmental hazards resulting from hazardous materials sites was evaluated individually for construction and operations based on the differences in pertinent environmental concerns.

Construction

The Project Site is located on the following DTSC sites that are identified on EnviroStor with the following IDs: 60000170, 60000171, 600001890, and 60000172. EnviroStor ID 60000170 refers to Block N of the Aliso Street MGP Sector C, where the Metro Bus Layover and Sheriff Facility is located. EnviroStor IDs 60000171 and 600001890 refer to Block K of the Aliso Street MGP Sector C, where LAPD Viertel's Central Division Police Garage and the Metro Red and Purple Line tunnel portal are currently located. Lastly, EnviroStor ID 60000172 refers to Blocks Q and R of the Aliso Street MGP Sector C, where the National Cold Storage facility is located. The Project Site contains several existing hazardous materials contaminations, which are identified in Table 3.6-1. Notably, soil could be contaminated with VOC and PAHs, and demolition debris could contain asbestos and lead. Hazardous site and hazardous materials are strictly regulated by local, State, and federal agencies, including the California Division of Occupational Safety and Health, the City of Los Angeles Fire Code, SCAQMD, and all other federal, State, and local regulations. Metro would be required to comply with all relevant rules

and regulations, some of which are listed above in Impact Statements 3.6.1 and 3.6.2. Compliance with regulatory control measures would ensure that the Proposed Project would result in a less-than-significant impact related to hazardous materials sites.

Operations

The hazardous site conditions for the Proposed Project related to Government Code Section 65962.5 are associated with contaminated soils and demolition debris. These hazardous conditions would cease after construction activity. Therefore, the Proposed Project would result in no impact related to operations associated with Government Code Section 65962.5.

Mitigation Measures

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

Impact 3.6.5 For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Proposed Project result in a safety hazard for people residing or working in the project area?

Impact Analysis

No Impact. The Project Site is not within two miles of an airport. Therefore, the Proposed Project would result in no impact related to safety hazards associated with a public airport or public use airport.

Mitigation Measures

No impact would occur and mitigation measures are not required.

Impact 3.6.6 For a project within the vicinity of a private airstrip, would the Proposed Project result in a safety hazard for people residing or working in the project area?

Impact Analysis

No Impact. The Project Site is not within the vicinity of a private airstrip. Therefore, the Proposed Project would result in no impact related to safety hazards associated with private airstrips.

Mitigation Measures

No impact would occur and mitigation measures are not required.

Impact 3.6.7 Would the Proposed Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Impact Analysis

Less-than-Significant Impact. The emergency/disaster routes defined by the County of Los Angeles Department of Public Works located nearest to the Project Site are 4th Street which runs through the Project Site, Alameda Street approximately one-half mile to the west, Soto Street approximately one mile to the east, Cesar Chavez Avenue and US-101 freeway directly adjacent to the northwest, and Interstate 10 approximately one-half mile to the south.¹⁰ The Proposed Project would not require the permanent closure of any of these streets and would not impede emergency vehicle access to the Project Site or surrounding area. Per State and local regulations, emergency vehicle access would be maintained at all times during construction and operation of the Proposed Project. Furthermore, the Proposed Project would provide a permanent emergency access road along the western border of the Project Site. Therefore, the Proposed Project would result in a less-than-significant impact related to emergency plans.

Mitigation Measures

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

Impact 3.6.8 Would the Proposed Project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Impact Analysis

No Impact. No portion of the Project Site is within or in close proximity to areas prone to wildland fires.¹¹ Therefore, the Proposed Project would result in a less-than-significant impact related to wildfires.

Mitigation Measures

No impact would occur and mitigation measures are not required.

¹⁰County of Los Angeles Department of Public Works, *Disaster Route Maps: City of Los Angeles Central Area*, August 13, 2008.

¹¹California Energy Commission, *Cal-Adapt, Wildfire*, 2018.

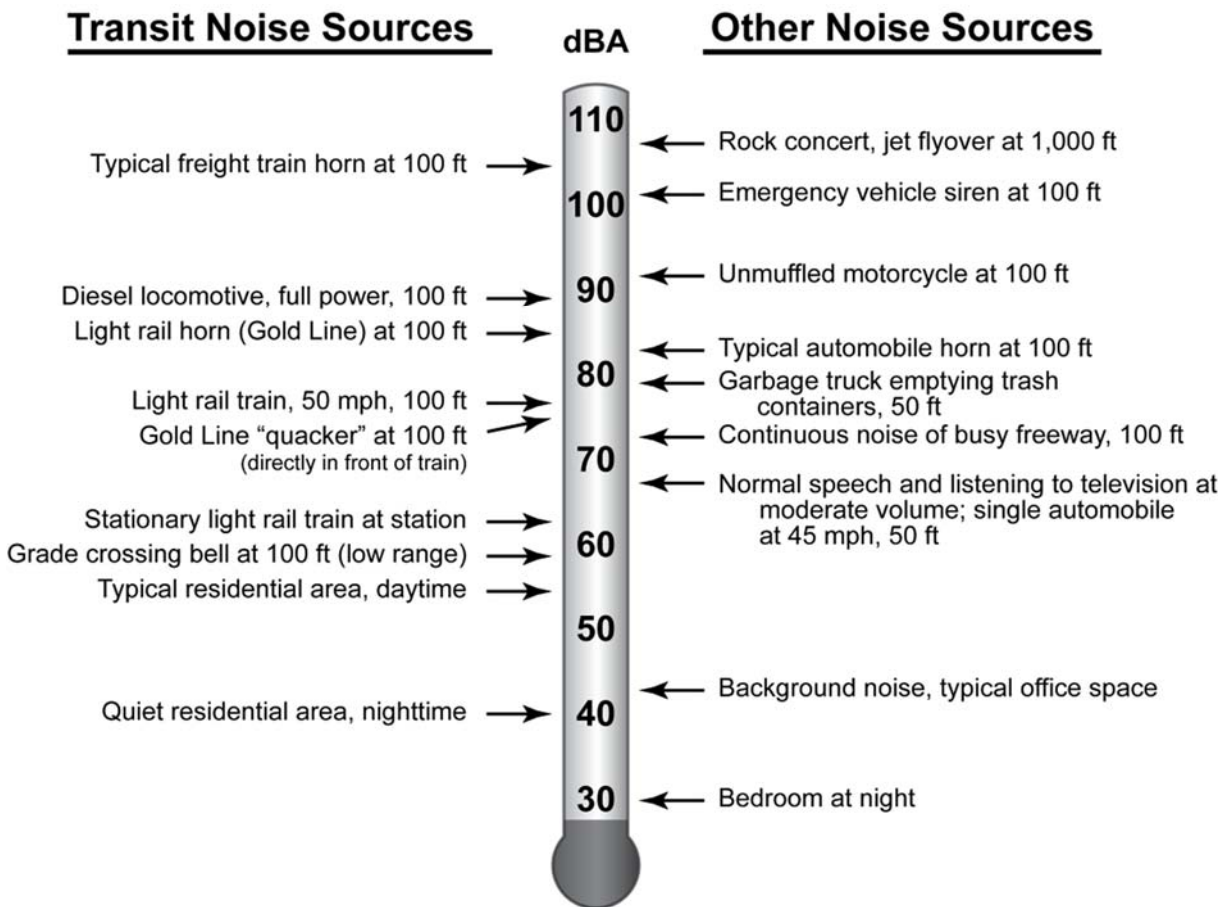
3.7 NOISE AND VIBRATION

This section provides an overview of noise and vibration and evaluates the construction and operational impacts associated with the Proposed Project. The following discussion provides background information pertinent to the impact analysis. Additional detailed information can be found in the Noise and Vibration Technical Report included as Appendix E.

Noise Information

Sound is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear deemphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale has been developed. A-weighted decibels are abbreviated as “dBA.” On this scale, the human range of hearing extends from approximately 3 dBA to around 140 dBA. As a point of reference, Figure 3.7.1 includes examples of A-weighted sound levels from common outdoor and indoor sounds.

Figure 3.7.1 Typical Outdoor and Indoor Noise Levels



Source: FTA, 2006.

Using the decibel scale, sound levels from two or more sources cannot be directly added together to determine the overall sound level. Rather, the combination of two sounds at the same level yields an increase of 3 dB. The smallest recognizable change in sound level is approximately 1 dB. A 3-dB increase in the A-Weighted sound level is generally considered perceptible, whereas a 5-dB increase is readily perceptible. A 10-dB increase is judged by most people as an approximate doubling of the perceived loudness.

Following are brief definitions of the measures of environmental noise used to assess potential impacts:

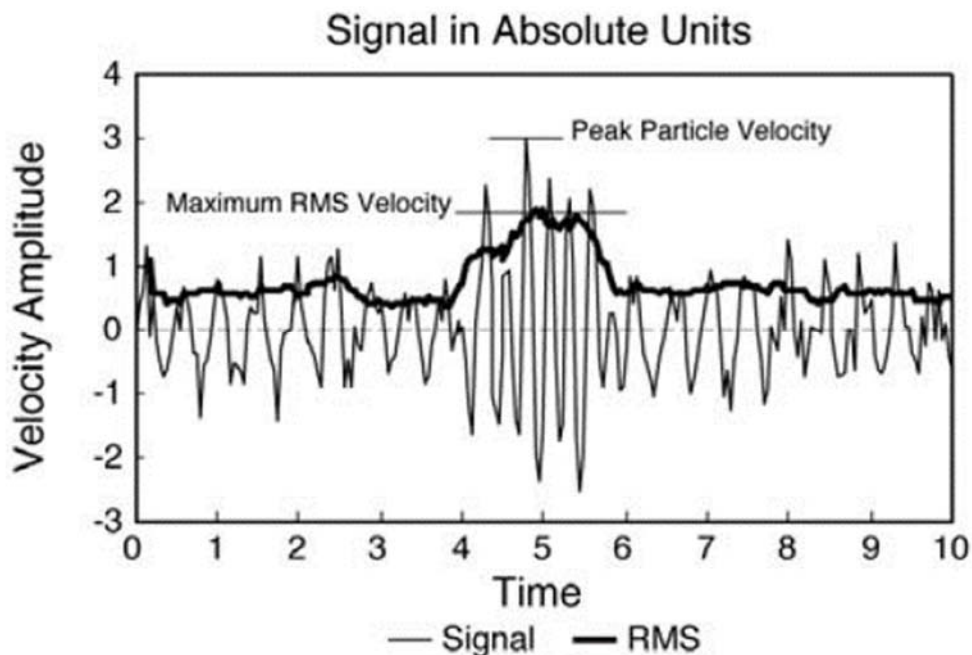
- **Maximum Sound Level (L_{max}):** L_{max} is the maximum sound level that occurs during an event such as a train passing. For this analysis, L_{max} is defined as the maximum sound level using the slow setting on a standard sound level meter, which is equivalent to the maximum one-second root mean square (RMS) average sound level.
- **Equivalent Sound Level (L_{eq}):** Environment sound fluctuates constantly. The equivalent sound level (L_{eq}) is the most common means of characterizing community noise. L_{eq} represents a constant sound that, over a specified period of time, has the same sound energy as the time-varying sound. L_{eq} is typically used to evaluate noise effects at institutional land uses, such as schools, churches, and libraries.
- **Day-Night Sound Level (L_{dn}):** L_{dn} is basically a 24-hour L_{eq} with an adjustment to reflect the greater sensitivity of most people to nighttime noise. The adjustment is a 10-dB penalty for all sound that occurs between the hours of 10:00 p.m. to 7:00 a.m. L_{dn} is the most common measure of total community noise over a 24-hour period and is typically used to evaluate noise effects at residences.
- **Exceedance Level (L_{xx}):** This is the sound level exceeded for a given percentage of the measurement period. For example, the L_{99} is the sound level exceeded 99 percent of the measurement period. For a one-hour period, L_{99} is the sound level exceeded for all except 36 seconds of the hour. L_1 represents typical maximum sound levels, L_{33} is approximately equal to L_{eq} when free-flowing traffic is the dominant noise source, L_{50} is the median sound level, and L_{99} is close to the minimum sound level.
- **Community Noise Equivalent Level (CNEL):** CNEL is an average sound level during a 24-hour period. CNEL is a noise measurement scale, which accounts for noise source, distance, single event duration, single event occurrence, frequency, and time of day. Human reaction to sound between 7:00 p.m. and 10:00 p.m. is as if the sound were actually 5 dBA higher than if it occurred from 7:00 a.m. to 7:00 p.m. From 10:00 p.m. to 7:00 a.m., humans perceive sound as if it were 10 dBA higher due to the lower background level. Hence, the CNEL is obtained by adding an additional 5 dBA to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and 10 dBA to sound levels in the night from 10:00 p.m. to 7:00 a.m. Because CNEL accounts for human sensitivity to sound, the CNEL 24-hour figure is always a higher number than the actual 24-hour average.

- **Sound Exposure Level (SEL):** SEL is a measure of the acoustic energy of an event such as a train passing. In essence, the acoustic energy of the event is compressed into a one-second period. SEL increases as the sound level of the event increases and as the duration of the event increases. It is often used as an intermediate value in calculating overall metrics such as L_{eq} and L_{dn} .

Vibration Basics

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Humans can perceive vibration transmitted through the ground or through the air depending on the signal frequency. When evaluating human response, groundborne vibration is usually expressed in terms of decibels using the RMS vibration velocity. Some limits are also presented in terms of the peak particle velocity (PPV). RMS is defined as the average of the squared amplitude of the vibration signal. To avoid confusion with sound decibels, the abbreviation VdB is used for vibration decibels. All vibration decibels in this report use a decibel reference of 1 micro-inch/second ($\mu\text{in}/\text{sec}$). PPV is the maximum instantaneous positive or negative peak of an oscillating vibration signal, in this report using velocity in inches/second (in/sec). The RMS amplitude is always positive, and always less than the PPV. Figure 3.7.2 shows a sample vibration signal, where the bold line is the RMS velocity and the lighter-weight line is the raw signal.

Figure 3.7.2 Comparing PPV and RMS Values of a Sample Vibration Signal



Source: FTA, 2006.

The potential adverse effects of rail transit groundborne vibration are as follows:

- **Perceptible Building Vibration:** This is when building occupants feel the vibration of the floor or other building surfaces. Experience has shown that the threshold of human perception is around 65 VdB and that vibration that exceeds 75 to 80 VdB may be intrusive and annoying to building occupants.
- **Rattle:** The building vibration can cause rattling of items on shelves and hanging on walls, and various different rattle and buzzing noises from windows and doors.
- **Reradiated Noise:** The vibration of room surfaces radiates sound waves that may be audible to humans. This is referred to as groundborne noise. When audible groundborne noise occurs, it sounds like a low-frequency rumble. For a surface rail system such as the proposed project, the groundborne noise is usually masked by the normal airborne noise radiated from the transit vehicle and the rails.
- **Damage to Building Structures:** Although it is conceivable that vibration from a light rail system could cause damage to fragile buildings, the vibration from rail transit systems is usually one to two orders of magnitude below the most restrictive thresholds for preventing building damage. Hence the vibration impact criteria focus on human annoyance, which occurs at much lower amplitudes than does building damage.

Most noise terms have a vibration equivalent by replacing the noise level with a vibration level. Following are three vibration terms used for quantifying vibration energy:

- **Equivalent Vibration Level (L_{eq}):** The L_{eq} represents a constant vibration that, over a specified period of time, has the same sound energy as the time-varying vibration.
- **Peak Particle Velocity (PPV):** The maximum, instantaneous positive or negative peak of an oscillating vibration signal.
- **Exceedance Level (L_{xx}):** This is the vibration level exceeded for a given percentage of the measurement period. For example, the L_{99} is the vibration level exceeded 99 percent of the measurement period. For a one-hour period, L_{99} is the vibration level exceeded for all except 36 seconds of the hour. L_1 represents typical maximum vibration levels, L_{50} is the median vibration level, and L_{99} is close to the minimum vibration level.
- **Maximum Vibration Level (L_{max}):** L_{max} is the maximum vibration level that occurs during an event such as a train passing.

3.7.1. REGULATORY FRAMEWORK

In compliance with CEQA, the operational and construction noise and vibration impact assessment was performed in accordance with Federal Transit Administration (FTA) guidance and State and local regulations.

3.7.1.1. Federal

The FTA has published guidance in the Transit Noise and Vibration Impact Assessment document for assessing transit noise and vibration, including those generated on rail yards.¹ The guidance manual provides prediction procedures and impact criteria for determining potential impacts in environmental documents. Regarding noise, the potential for impacts is dependent on the type of land use. Table 3.7.1 lists the three FTA land-use categories and the applicable noise metric for each category. For Category 2 land uses (residential areas where people sleep), noise exposure is characterized using L_{dn} . In calculating L_{dn} , noise generated during nighttime hours is more heavily weighted than daytime noise to reflect residents' greater sensitivity to noise during those hours. For Category 1 and Category 3 land uses (primarily daytime uses), noise exposure is characterized using the peak hour L_{eq} , which is a time-averaged sound level over the loudest hour of transit-related activity.

Table 3.7.1. FTA Land Use Categories and Noise Metrics

Land Use Category	Noise Metric (dBA)	Description of Land Use Category
1	$L_{eq}(h)$ /a/	A tract of land where quiet is an essential element of the intended purpose. This category includes lands set aside for serenity and quiet and such land uses as outdoor amphitheaters and concert pavilions, as well as national historic landmarks with significant outdoor use. Also included are recording studios and concert halls.
2	L_{dn} /b/	Residences and buildings in which people sleep. This category includes homes, hospitals, and hotels, where a nighttime sensitivity to noise is assumed to be of utmost importance.
3	$L_{eq}(h)$ /a/	Institutional land uses with primarily daytime and evening use. This category includes schools, libraries and churches, where it is important to avoid interference with such activities as speech, meditation and concentration on reading material. Places for meditation or study associated with cemeteries, monuments, museums, campgrounds, and recreational facilities can also be considered to be in this category. Certain historical sites and parks are also included.

/a/ L_{eq} for the noisiest hour of transit-related activity during hours of noise sensitivity.

/b/ L_{dn} is a measure that counts for full 24 hours of noise, with penalties for noise at night, which is defined as 10:00 p.m. to 7:00 a.m.

Source: FTA, 2006.

Regarding vibration, the potential for impacts is also dependent on the type of land use. Category 1 land uses include buildings where vibration would interfere with interior operations. Category 2 land uses include residences and buildings where people normally sleep. Category 3 land uses include institutions with primarily daytime use. In addition, the FTA has stated that some buildings, such as concert halls, recording studios and theaters, can be very sensitive to vibration and usually warrant special attention during the environmental evaluation.

¹FTA, *Transit Noise and Vibration Impact Assessment*, 2006.

3.7.1.2. State

There are no State noise or vibration standards relevant to the Proposed Project.

3.7.1.3. Local

City of Los Angeles

The City regulates noise in the LAMC. Chapter XI (Noise Regulation) prohibits unnecessary, excessive, and annoying noise from all sources subject to its police power, although this does not apply to train operations. LAMC Chapter IV - Section 41.40 restricts construction activities before 7:00 a.m. and after 9:00 p.m. on weekdays. Construction activities are also prohibited before 8:00 a.m. and after 6:00 p.m. on Saturdays and holidays and are prohibited during all hours on Sundays. These time restrictions do not apply if a written application is submitted to the Executive Director of the Board of Police Commissioners and a variance is approved. A variance from the City may be obtained for nighttime activities, and construction activities occurring in accordance with variances are defined as consistent with Section 41.40.

3.7.2. EXISTING SETTING

Noise and vibration sensitive receivers were identified using the FTA Guidance Manual's definitions of noise- and vibration-sensitive land uses. The sensitive receivers were identified within a screening area of 350 feet (one slightly farther at 410 feet due to direct line of site and lower noise limits - Willow Studios) from the Project Site and grouped based on similar acoustic environments. As shown in Figures 3.7-3 and 3.7-4, noise-sensitive receivers include OSF and associated outdoor recreational areas, a school, and a film studio. OSF is located at 300 South Santa Fe Avenue, SCI-Arc is located at 960 East 3rd Street, and Willows Studios is located at 1335 Willow Street. OSF includes two multi-family residence buildings divided into different receivers grouped by similar noise environments, where many of the dwelling units are facing the Project Site. The school building is SCI-Arc, one long building across the street from OSF, which is also divided into multiple receivers grouped by similar noise environments. The other receiver is Willow Studios (film studios). Commercial and industrial uses, including food processing facilities, are not considered sensitive to noise per the FTA Guidance Manual.

Ambient noise in the project area was established by noise measurements. Noise measurements were taken at the locations shown in Figures 3.7.3 and 3.7.4. The purpose of the noise measurements was to document the existing noise environment and to develop baseline data for assessing the potential noise impacts resulting from the Proposed Project. Data were collected in November 2016 and September 2017 to characterize existing noise levels. The data collection included long-term (LT) measurements over 24-hour periods and short-term (ST) measurements over 10 to 120 minutes. The established existing noise levels for each sensitive receiver are shown in Table 3.7.2.

Figure 3.7.3 Sensitive Receivers and Noise Monitoring Locations (OSF and SCI-Arc)



Source: Terry A. Hayes Associates Inc., 2017; ATS Consulting, 2017.

Figure 3.7.4 Sensitive Receivers and Noise Monitoring Locations (Willow Studios)



Source: Terry A. Hayes Associates Inc., 2017; ATS Consulting, 2017.

Table 3.7.2. Summary of Existing Noise at Sensitive Receivers

Sensitive Receiver		Applicable Measurement Site	Loudest Hour L _{eq} (dBA)	L _{dn} (dBA)	CNEL (dBA)
ID	Location				
R-1	OSF (North Building – North End)	LT-2	62	68	69
R-2	OSF (North Building – Center)	LT-2	62	68	69
R-3	OSF (North Building – South End)	LT-2	62	68	69
R-4	OSF (North Building – South End, Shielded)	LT-2	62	68	69
R-5	OSF (South Building – North End)	LT-1	61	65	66
R-6	OSF (South Building – Center)	LT-1	61	65	66
R-7	OSF (South Building – South End)	LT-1	61	65	66
R-A	OSF, BBQ	ST-2	62	NA	NA
R-B	OSF, Pool/Spa	ST-1	59	NA	NA
R-C	SCI-Arc (North End)	ST-3	70	NA	NA
R-D	SCI-Arc (Center)	ST-3	70	NA	NA
R-E	SCI-Arc (South End)	ST-3	70	NA	NA
R-F	Willow Studios	ST-4	76	NA	NA

Source: ATS Consulting, 2018; AECOM, 2016.

Existing sources of noise include train operations, Rail Yard activities, aircraft overflights, and vehicle traffic. The 24-hour L_{dn} and CNEL metrics are not applicable to the analysis of the institutional and recreational receivers and are noted as NA in Table 3.7.2. Additional details about the measurements can be found in the Noise and Vibration Technical Report in Appendix E.²

3.7.3. THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines, the Proposed Project would have a significant impact related to noise and vibration if it would:

- Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Expose persons to or generate excessive groundborne vibration or groundborne noise levels;
- Result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project;
- Result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project;
- Expose persons residing or working in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, to excessive noise levels; and/or

²ATS Consulting, *Division 20 Portal Widening/Turnback Facility Noise and Vibration Technical Report*, 2018.

- Expose persons residing or working within the vicinity of a private airstrip to excessive noise levels.

3.7.3.1. Noise

Construction

The FTA guidance manual includes reasonable criteria for assessing construction noise impacts. Per the general assessment guidance in Chapter 12 of the FTA guidance manual, a potential impact could occur from construction noise if the noise level exceeds the following (which are expressed in one-hour L_{eq}):

- Residential: Day 90 dBA; Night 80 dBA
- Commercial: Day 100 dBA; Night 100 dBA
- Industrial: Day 100 dBA; Night 100 dBA

The FTA has not established criteria for institutional land uses. Institutional land uses are assessed in the following analysis as residences.

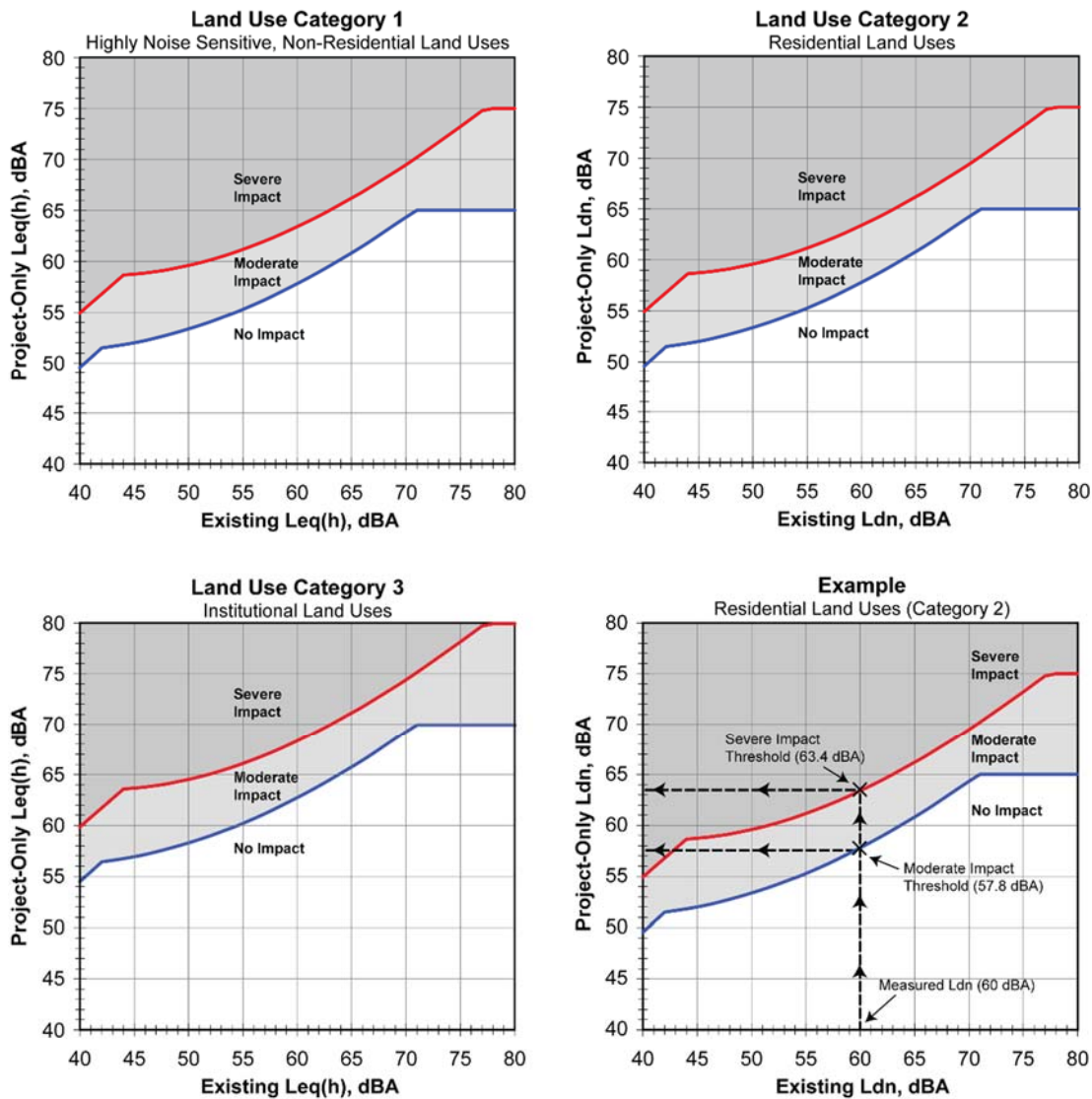
The FTA guidance also includes detailed assessment criteria using the eight-hour L_{eq} and the 30-day average L_{dn} . The detailed analysis requires very specific information including the specific equipment in use at any given time, horsepower, and precise duration of activities. The analysis is based on the equipment that is likely to be used during the loudest periods of construction, along with their measured noise levels at a distance of 50 feet. This level of detail was not available during the Draft EIR phase of the planning process, so the impact determination for construction noise is based on the FTA general assessment guidelines set forth above.

Operations

The FTA noise impact threshold is a sliding scale based on existing noise exposure and noise-sensitivity of the affected land uses. The basic concept of the FTA noise impact criteria is that more Project-related noise is allowed in areas where existing noise is higher. However, in areas where existing noise exposure is higher, the allowable increase above the existing noise exposure decreases. For example, in an area with an existing noise level of 55 dBA, the allowable increase in noise level is 3 dB, resulting in a maximum allowable future noise level of 58 dBA. For an area with an existing noise level of 60 dBA, the allowable increase in noise level is only 2 dB, resulting in a maximum allowable future noise level of 62 dBA.

FTA noise impact criteria are shown in Figure 3.7.5. The sample graph located in the bottom right corner may help clarify the concept of a sliding scale for noise impact. Assume that the existing noise has been measured at 60 dBA L_{dn} . This is the total noise from all existing noise sources over a 24-hour period: traffic, aircraft, lawnmowers, children playing, birds chirping, etc. Starting at 60 dBA on the horizontal axis, follow the vertical line up to where it intersects the moderate and severe impact curves. Then refer to the left axis to see the impact thresholds.

Figure 3.7.5 Noise-Sensitive Receivers



Source: FTA, 2006.

An existing noise of 60 dBA L_{dn} gives thresholds of 57.8 dBA L_{dn} for moderate impact and 63.4 dBA L_{dn} for severe impact. Only severe impacts are considered to be significant within the context of CEQA. Note that the values are measured in tenths of a decibel to avoid confusion from rounding off; in reality, one cannot perceive a tenth of a decibel change in sound level.

3.7.3.2. Vibration

Construction

The primary concern regarding construction vibration is potential damage to structures. Table 3.7.3 shows FTA guidance for construction vibration limits for various building categories. It is important to note that the vibration limits are the levels at which there is a risk for damage for each building category, not the level at which damage would occur.

Table 3.7.3. FTA Construction Vibration Damage Risk Criteria

Building Category	Peak Particle Velocity (inches/second)	Approximate L _v (VdB)
I. Reinforced concrete, steel or timber (no plaster)	0.5	102
II. Engineered concrete and masonry (no plaster)	0.3	98
III. Nonengineered timber and masonry buildings	0.2	94
IV. Buildings extremely susceptible to vibration damage	0.12	90

Source: FTA, 2006.

Operations

The potential adverse effects of rail transit groundborne vibration include perceptible building vibration, rattle noises, reradiated noise (groundborne noise), and cosmetic or structural damage to buildings. The vibration caused by modern rapid transit rail operations is well below what is considered necessary to damage buildings. Therefore, the criteria for building vibration caused by transit operations are only concerned with potential annoyance of building occupants.

The FTA vibration impact criteria are based on the maximum indoor vibration level as a train passes. There are no impact criteria for outdoor spaces such as parks because outdoor groundborne vibration does not provoke the same adverse human reaction as indoor vibration. Table 3.7.4 shows the applicable groundborne vibration and noise criteria. These criteria assume frequent train events (more than 70 per day). The Category 1 criteria are applied to buildings where vibration would interfere with interior operations. The Category 2 criteria are applied to residential land uses (homes, hotels, etc.), where there is nighttime use; this category is similar to the Category 2 land uses defined for noise. The Category 3 criteria are applied to institutional land uses (schools, libraries, churches, etc.), where use is primarily during the daytime; this category is similar to the Category 3 land uses defined for noise analysis.

Table 3.7.4. FTA Groundborne Noise and Vibration Impact Criteria for General Assessment

Location	Groundborne Vibration Impact Levels (VdB)	Groundborne Noise Impact Levels (dBA)
Category 1 - Buildings where vibration would interfere with interior operations	65	N/A
Category 2 - Residences	72	35
Category 3 - Institutional uses	75	40

Source: FTA, 2006.

Some buildings, such as concert halls, recording studios and theaters, can be very sensitive to vibration. Given the sensitivity of these buildings, they usually warrant special attention during the environmental evaluation of a transit project. Table 3.7.5 shows the FTA criteria for acceptable levels of groundborne vibration and groundborne noise for various categories of special buildings. Historic structures that do not fall into the FTA land use categories are not included in the assessment for vibration impact from rapid transit rail operations. The

vibration impact thresholds are based on annoyance, and the primary concern for historic structures is the risk of damage.

Table 3.7.5. Groundborne Noise and Vibration Impact Criteria for Special Buildings

Special Building Types	Groundborne Vibration Impact Levels (VdB re 1 micro-inch/second)	Groundborne Noise Impact Levels (dBA re 20 micro Pascals)
Concert Halls	65	25
TV Studios	65	25
Recording Studios	65	25
Auditoriums	72	30
Theaters	72	35

Source: FTA, 2006.

The recommended limit in the FTA guidance for buildings extremely susceptible to damage is 90 VdB, which is 18 decibels higher than the limit for Category 2 (residential) land uses. Vibration from rapid transit rail operations will be well below the limit for buildings extremely susceptible to damage.

3.7.4. IMPACT ANALYSIS AND MITIGATION MEASURES

The ensuing discussions address the potential significance of noise and vibration impacts associated with construction and operation of the Proposed Project in accordance with the Appendix G Environmental Checklist criteria and the specific limits and standards identified above.

Impact 3.7.1 Would the Proposed Project expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Impact Analysis

Significant Impact (Construction); Less-than-Significant Impact with Mitigation (Operations).

The following analysis addresses the potential for impacts during construction and operational activities.

Construction

Equipment noise levels were obtained from the FHWA Roadway Construction Noise Model (RCNM). Construction noise levels depend on the number of pieces and type of equipment, their general condition, the amount of time each piece operates per day, the presence or absence of noise-attenuating features such as walls, and the location of the construction activities relative to the sensitive receivers. The majority of these variables are left to the discretion of the construction contractor selected as the project approaches the construction phase. The equipment that is likely to be used during the noisiest periods of construction,

along with their measured noise levels at a distance of 50 feet, are shown in Table 3.7.6. Reference levels and usage factors for these pieces of equipment are collected from the RCNM.

Table 3.7.6. Construction Noise by Equipment Piece at 50 Feet

Equipment Description	Source Usage Factor (% time under full load)	L _{max} Level @ 50 feet (dBA)
Backhoe	40	78
Compactor (ground)	20	83
Concrete Saw	20	90
Dozer	40	82
Drum Mixer	50	80
Dump Truck	40	76
Excavator	40	81
Front End Loader	40	79
Grader	40	85
Grapple (on backhoe)	40	87
Hydra Break Ram	10	90
Jackhammer	20	89
Mounted Impact Hammer (hoe ram)	20	90
Pavement Scarafier	20	90
Paver	50	77
Roller	20	80
Scraper	40	84
Shears (on backhoe)	40	96
Welder / Torch	40	74

Source: FHWA, 2008.

The analysis considered multiple phases of construction activities, including demolition of the existing yard buildings (south of 1st Street and east of OSF); demolition of the concrete parking lot (south of 1st Street and east of and adjacent to OSF); construction of an asphalt access road; construction of storage tracks; modifications to the Bridge; and construction of yard tracks. Equipment assumptions and predicted noise levels associated with each phase are provided in the Noise and Vibration Technical Report included as Appendix E. Table 3.7.7 summarizes the highest L_{eq} for noise-sensitive land uses. Daytime noise levels would exceed the 90 dBA L_{eq} FTA criteria at OSF during all analyzed phases of construction activity and during building demolition at the north end of SCI-Arc.

Table 3.7.7. Maximum Predicted Construction Noise Levels

Receiver ID	Receiver Name	Distance between Noise Source and Receiver (ft)	Noise L_{eq} (dBA) /a/	Construction Activities Associated with Exceedances /b/
R-1	OSF (North Building – North End)	12	<u>105.9</u>	<i>Demolition of building abutting OSF</i> Pavement demolition in lot adjacent to OSF
R-2	OSF (North Building – Center)	12	<u>105.9</u>	<i>Demolition of building abutting OSF</i> Pavement demolition in lot adjacent to OSF Storage track construction
R-3	OSF (North Building – South End)	12	<u>105.9</u>	<i>Demolition of building abutting OSF</i> Pavement demolition in lot adjacent to OSF Storage track construction
R-4	OSF (North Building – South End, Shielded)	12	<u>90.9</u>	<i>Demolition of building abutting OSF</i>
R-5	OSF (South Building – North End)	24	<u>96.8</u>	Demolition of building abutting OSF <i>Pavement demolition in lot adjacent to OSF</i>
R-6	OSF (South Building – Center)	246	74.7	None
R-7	OSF (South Building – South End)	488	68.8	None
R-A	OSF, BBQ	5	<u>104.9</u>	Demolition of building abutting OSF Pavement demolition in lot adjacent to OSF <i>Storage track construction</i>
R-B	OSF, Pool/Spa	24	<u>99.9</u>	<i>Demolition of building abutting OSF</i> Pavement demolition in lot adjacent to OSF
R-C	SCI-Arc (North End)	143	74.4	None
R-D	SCI-Arc (Center)	293	68.2	None
R-E	SCI-Arc (South End)	730	60.3	None
R-F	Willow Studios	415	66.6	None

/a/ The listed L_{eq} value represents the construction activity with the highest noise level. L_{eq} values are compared to the FTA general assessment criterion of 90 dBA L_{eq} . Exceedances are underlined.

/b/ Italicized construction activities are associated with the highest L_{eq} listed in the adjacent column. Other activities listed also indicate exceedances.

Source: ATS Consulting, 2018.

Similarly, nighttime noise levels would exceed the limits at OSF. The FTA has identified a 100-dBA threshold for commercial and industrial land uses. This noise level would be exceeded for land uses located within approximately 20 feet of heavy-duty equipment. The nearest commercial/industrial facilities to proposed construction activities are located approximately 40 feet to the north across Commercial Street. Construction noise levels for commercial and industrial uses would be less than the FTA criteria. However, without mitigation, the Proposed Project would result in a significant impact at OSF related to construction noise.

Operations

The noise assessment methodology follows the Detailed Noise Assessment guidelines outlined in the FTA guidance. The noise prediction models use standard formulas to characterize noise from rapid transit rail vehicles. The existing Division 20 Rail Yard includes numerous sources of noise. Some of these noise sources would change as a result of the Proposed Project. As such, noise predictions for the Proposed Project include all future noise sources and predicted noise levels are compared to existing conditions. The noise sources include all the Proposed Project elements: turnback tracks, yard tracks, and storage tracks, and associated wheel squeal, use of horns, TPSS unit, and light maintenance.

They also include other noise sources in the area: public address system, mechanical equipment (e.g., heating, ventilation, and air conditioning system), washing platform, traffic on Santa Fe Avenue, aircraft flyovers, and non-Metro passenger rail (Metrolink and Amtrak). Detailed methodology is provided in the Noise and Vibration Technical Report included as Appendix E.

The nearest sensitive receiver to the Division 20 Rail Yard is OSF. The City approved OSF in 2007 and required that the building shell construction (i.e., exterior wall assembly, windows, doors, and roof assembly) be designed with a minimum Sound Transmission Class (STC) rating of 35 or as required to meet the interior noise level of 45 dBA.³ To be conservative, a 30 dB STC was applied to this analysis. Predicted sound levels are shown for both exterior and interior for OSF.

Table 3.7.8 presents the predicted noise levels at sensitive receivers. The noise predictions are based on the closest part of each building or portion of building that is closest to the tracks. The analysis determined that, without mitigation, the Proposed Project would result in significant exterior noise levels at residential OSF locations near tracks with curvature and special trackwork. This includes the northern two sections of the north building (IDs R-1 and R-2) and the north section of the south building (ID R-5). However, the analysis demonstrates that interior OSF noise impacts would not be significant. Assuming a building noise reduction of 30 dB with windows and doors closed, the predicted interior noise levels would be less than the 45 dBA CNEL design guidelines. Additional analysis showed that, without mitigation, there would be no significant impacts for the outdoor apartment balconies facing the rail yard. No significant impacts are predicted for the OSF outdoor common use barbeque area (ID R-A), OSF pool/spa area (ID R-B), SCI-Arc (IDs R-C, R-D, and R-E), and Willow Studios (ID R-F).

The portal widening requires a new ventilation shaft building to be installed on the parcel currently occupied by LAPD Viertel's Central Division Police Garage. The building would house three fans that would only operate in the event of an emergency, such as a fire. The ventilation shaft would be located approximately 1,000 feet from residences to the east, 1,500 feet from OSF, and not near a hospital, school, or other similar land sensitive land use.

³City of Los Angeles, *One Santa Fe Mixed-Use Project Final EAF/Initial Study/Mitigated Negative Declaration*, October 2017.

Table 3.7.8. Summary of Predicted Noise Impacts

ID	Near Track Dist. (ft)	Sensitive Receiver	Metric Applied	Noise Level (dBA) /a/			
				Existing	Predicted Outdoor/Indoor	Allowable Increase	
						Moderate	Severe
R-1	120	OSF (North Building – North End)	L _{dn} /CNEL	68	<u>72</u> /42	1.2	3.1
R-2	85	OSF (North Building – Center)	L _{dn} /CNEL	68	<u>72</u> /42	1.2	3.1
R-3	80	OSF (North Building – South End)	L _{dn} /CNEL	68	67/37	1.2	3.1
R-4	105	OSF (North Building – South End, Shielded)	L _{dn} /CNEL	68	66/36	1.2	3.1
R-5	50	OSF (South Building – North End)	L _{dn} /CNEL	65	<u>69</u> /39	1.4	3.6
R-6	50	OSF (South Building – Center)	L _{dn} /CNEL	65	69/39	1.4	3.6
R-7	65	OSF (South Building – South End)	L _{dn} /CNEL	65	69/39	1.4	3.6
R-A	85	OSF, BBQ	L _{eq}	60	69	4.6	9.0
R-B	60	OSF, Pool/Spa	L _{eq}	59	64	4.9	9.4
R-C	215	SCI-Arc (North End)	L _{eq}	70	70	2.8	6.0
R-D	260	SCI-Arc (Center)	L _{eq}	70	70	2.8	6.0
R-E	260	SCI-Arc (South End)	L _{eq}	70	70	2.8	6.0
R-F	410	Willow Studios	L _{eq}	76	71	0.3	2.1

/a/ Note: Underlined values indicate an exceedance of the FTA severe limits.

Source: **ATS Consulting, 2018.**

Emergency operation of the fans due to fire is unlikely to occur and the potential for noise exposure is low. Furthermore, emergency noise would be short-term and intermittent by nature and is not considered a source of nuisance noise.

Metro’s acquisition of the 100-120 North Santa Fe Avenue property would provide a new location for existing MOW functions that would be displaced by the new storage tracks. The existing building would be renovated and repurposed for use by Metro and no major demolition or construction activities are planned at this location. In addition, the facility would primarily be used as training and office space for MOW employees. Minimal exterior space would be used for storage and staging, and the building would not be a substantial source of noise.

Mitigation Measures

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

- Equipment shall include enclosed engines, acoustically attenuating shields, and/or high-performance mufflers;
- Equipment and staging areas shall be located away from noise-sensitive receivers;
- Equipment shall not idle when not in use;

- Temporary noise barriers and/or noise control curtains shall be installed;
- Construction-related truck traffic shall be routed away from local residential streets and/or sensitive receivers;
- Impact pile driving shall be prohibited.
- The use of impact devices such as jackhammers and hoe rams shall be minimized, using concrete crushers and pavement saws instead;
- The Noise Control and Monitoring Plan shall include a site drawing, an inventory of equipment, calculations of the one-hour L_{eq} noise levels at sensitive receptors (i.e., OSF), and compliance with FTA noise criteria. An updated Noise Control and Monitoring Plan shall be completed and submitted within ten days of the start of each quarterly period, or whenever there is a major change in work schedule, construction methods, or equipment operations.

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

Significance After Mitigation

The Noise Control and Monitoring Plans would track and lessen potentially significant construction noise levels. High-performance mufflers are known to reduce engine noise by more than 5 dB and noise barriers typically reduce construction noise by more than 10 dB. However, heavy-duty equipment would operate adjacent to OSF at times and the analysis does not demonstrate that noise levels would be lower than the significance thresholds. Consequently, significant noise levels would be unavoidable at OSF, particularly if nighttime construction is required. Therefore, the Proposed Project would result in a significant and unavoidable impact related to construction noise.

The primary causes of the significant operational noise levels are wheel squeal and noise from wheels crossing over gaps in standard frogs for the yard tracks leading into the storage yard adjacent to the OSF, those passing under the bridge heading toward the Division 20 Rail Yard, and those leading to the Maintenance Facility. Mitigation Measure **NV-2** would reduce Proposed Project noise levels by 1.6 to 3.4 dB. This would eliminate all significant noise impacts shown in Table 3.7.8.

Impact 3.7.2 Would the Proposed Project expose persons to or generate excessive groundborne vibration or groundborne noise levels?

Impact Analysis

Significant Impact (Construction); Less-than-Significant Impact (Operations). The following analysis addresses the potential for impacts during construction and operational activities.

Construction

Vibration levels associated with construction activities were estimated using FTA guidance.⁴ The same demolition and construction operations assumed when estimating the noise generated have been assumed when estimating the construction vibration. The equipment that is likely to be used during construction, along with reference vibration levels at a distance of 50 feet are listed in Table 3.7.9. The table also shows the minimum distance in feet that a piece of equipment must be from the nearest receiver to not have its operation time limited by FTA criteria. The breakdown of equipment assumed for each phase of construction, as well as vibration levels for individual pieces of equipment at each receiver are available in the Noise and Vibration Technical Report.⁵

Table 3.7.9. Construction Vibration by Equipment Piece at 50 feet

Equipment Description	Reference Level Source	Peak Particle Velocity at 50 ft (inches/second)	L _v at 50 ft (VdB)	Minimum Distance from Receiver w/ Unlimited Use Time (ft) /a/
Backhoe	FTA - Hoe Ram	0.031	78	80
Compactor (ground) /a/	Dowding - Heavy Vehicles	0.063	84	117
Dozer	FTA - Large Bulldozer	0.031	78	80
Drum Mixer	FTA - Loaded Trucks	0.027	77	74
Dump Truck	FTA - Loaded Trucks	0.027	77	74
Excavator	FTA - Hoe Ram	0.031	78	80
Front End Loader	FTA - Small Bulldozer	0.001	49	10
Grader	FTA - Large Bulldozer	0.031	78	80
Grapple (on backhoe)	FTA - Hoe Ram	0.031	78	80
Hydra Break Ram ^a	Dowding - Pavement Breaker	0.052	82	109
Jackhammer	FTA - Jackhammer	0.012	70	44
Mounted Impact Hammer (hoe ram)	FTA - Hoe Ram	0.031	78	80
Pavement Scarafier /a/	Dowding - Pavement Breaker	0.052	82	109
Paver	FTA - Large Bulldozer	0.031	78	80
Roller	FTA - Vibratory Roller	0.074	85	136
Scraper	FTA - Large Bulldozer	0.031	78	80
Shears (on backhoe)	FTA - Hoe Ram	0.031	78	80

/a/ Unlimited use distance determined as distance where the level falls below the 72 VdB annoyance L_v limit.

Source: **ATS Consulting, 2018.**

The Noise and Vibration Technical Report shows vibration levels for every phase of construction at each receiver. Table 3.7.10 shows only the theoretical worst-case maximum vibration level for the purposes of determining potential impacts. The highest vibration levels occur for construction activities occurring adjacent to OSF.

⁴FTA, *Transit Noise and Vibration Impact Assessment*, 2006.

⁵ATS Consulting, *Division 20 Portal Widening/Turnback Facility Noise and Vibration Technical Report*, 2018.

Table 3.7.10. Maximum Vibration Predictions

Receiver ID	Receiver Name	PPV (inches/sec)	L _v (VdB)
R-1	OSF (North Building – North End)	<u>1.644</u>	<u>112.3</u>
R-2	OSF (North Building – Center)	<u>2.340</u>	<u>115.0</u>
R-3	OSF (North Building – South End)	<u>2.340</u>	<u>115.0</u>
R-4	OSF (North Building – South End, Shielded)	<u>1.644</u>	<u>112.3</u>
R-5	OSF (South Building – North End)	0.156	<u>91.8</u>
R-6	OSF (South Building – Center)	0.006	62.5
R-7	OSF (South Building – South End)	0.002	54.5
R-A	OSF, BBQ	<u>2.340</u>	<u>115.0</u>
R-B	OSF, Pool/Spa	<u>1.644</u>	<u>112.3</u>
R-C	SCI-Arc (North End)	0.011	68.6
R-D	SCI-Arc (Center)	0.004	59.2
R-E	SCI-Arc (South End)	0.001	47.3
R-F	Willow Studios	0.003	57.4

Note: Underlined values indicate an exceedance of the 0.2 in/sec PPV damage limit or 72 VdB annoyance L_v limit.

Source: **ATS Consulting, 2018.**

These activities include the demolition of existing structures and facilities and the construction of storage tracks. These activities require the use of heavy-duty equipment that cannot be avoided based on applicable construction methods.

Vibration levels would vary greatly depending on the construction phase, equipment, and distance to the receiver. Vibration levels reduce quickly with distance and are typically only substantial within approximately 50 feet of the source. The majority of construction activities would occur more than 50 feet from OSF. However, in the following analysis, the maximum vibration PPV and L_v was predicted for every phase of construction at each receiver.

The results predict that the vibration levels would exceed the FTA standards when equipment operates very close to the receiver, as is the case near the OSF apartment complex during the building and concrete demolition operations. Therefore, without mitigation, the Proposed Project would result in a significant impact related to construction vibration.

Operations

Vibration levels associated with operational activities were estimated using FTA guidance.⁶ Vibration-sensitive land uses along the corridor were identified using the same procedure as the noise analysis. The vibration levels at specific buildings were estimated by reading values from an FTA reference curve and applying adjustments to account for factors such as track support system, vehicle speed, type of building, and track and wheel condition. Prediction models were used to predict vibration levels from train operations at all sensitive receivers in the Project area. The predictions were compared to the applicable FTA impact thresholds to identify potential vibration impacts.

⁶FTA, *Transit Noise and Vibration Impact Assessment*, 2006.

The significance thresholds applicable to the Proposed Project are a maximum vibration level of 72 VdB for Category 2 (residential), 78 VdB for Category 3 (institutional) land uses, and 65 VdB for recording studios. The thresholds apply to the overall L_{max} vibration level and an impact would occur if this level exceeds those thresholds for receivers of the applicable type. Limits are also set by FTA for maximum groundborne noise: 35 dBA for Category 2, 40 dBA for Category 3, and 25 dBA for recording studios. Groundborne noise radiates off the structure and is caused directly by groundborne vibration.

As shown in Table 3.7.11, no groundborne vibration or noise impacts are predicted using FTA methods/limits at any sensitive receivers. Therefore, the Proposed Project would result in a less-than-significant impact related to operational vibration.

Table 3.7.11. Summary of Predicted Vibration Levels

Receiver ID	Receiver Name	Near Track Dist. (ft)	Groundborne Vibration (VdB)	Groundborne Noise (dBA)	GBV Criteria (VdB)	GBN Criteria (dBA)	GBV Impact	GBN Impact
R-1	OSF (North Building – North End)	65	53	18	72	35	--	--
R-2	OSF (North Building – Center)	10	67	32	72	35	--	--
R-3	OSF (North Building – South End)	10	67	32	72	35	--	--
R-4	OSF (North Building – South End, Shielded)	60	48	13	72	35	--	--
R-5	OSF (South Building – North End)	40	60	25	72	35	--	--
R-6	OSF (South Building – Center)	40	60	25	72	35	--	--
R-7	OSF (South Building – South End)	40	60	25	72	35	--	--
R-A	OSF, BBQ	10	67	32	78	40	--	--
R-B	OSF, Pool/Spa	40	51	16	78	40	--	--
R-C	SCI-Arc (North End)	150	53	18	78	40	--	--
R-D	SCI-Arc (Center)	230	53	18	78	40	--	--
R-E	SCI-Arc (South End)	230	53	18	78	40	--	--
R-F	Willow Studios	410	53	18	65	25	--	--

Source: ATS Consulting, 2018.

Mitigation Measures

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

- A survey of OSF building foundations with photographs of existing conditions limited to buildings within 25 feet of high-vibration-generating construction activities. Another survey shall be completed at the end of construction activities to

assess potential damage. Damaged structures shall be returned to the preconstruction state by the Contractor.

- A requirement to monitor vibration at any building where vibratory rollers or similar high-vibration-generating equipment would be operated within 25 feet of buildings and at any location where complaints about vibration are received from building occupants. Construction activities shall be stopped and alternative methods introduced if vibration levels exceed 0.2 inches per second at OSF. Examples of high-vibration construction activities include the use of vibratory compaction or hoe rams next to sensitive buildings. Alternative procedures include use of non-vibratory compaction in limited areas and a concrete saw in place of a hoe ram to break up pavement.
- Nighttime construction activities near OSF shall not include equipment operations within the minimum distances shown in Table 3.7.9.

Significance After Mitigation

Mitigation Measure **NV-3** includes a Vibration Monitoring Plan to track and lessen potentially significant vibration levels. The Proposed Project requires the demolition of structures and facilities within five feet of OSF. Heavy-duty equipment would be necessary to complete the demolition process and remove debris from the area adjacent to OSF. There is no applicable construction method for eliminating equipment vibration directly adjacent to OSF, and the analysis does not demonstrate that mitigated vibration levels would be lower than the significance thresholds. Therefore, the Proposed Project would result in a significant and unavoidable impact related to construction vibration.

Impact 3.7.3 Would the Proposed Project result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?

Impact Analysis

Significant Impact. Permanent increases in noise levels are assessed in detail within the analysis of Impact 3.7-1. The analysis determined that, without mitigation, the Proposed Project would result in significant exterior noise levels at residential OSF locations near tracks with curvature and special trackwork. This includes the northern two sections of the north building (IDs R-1 and R-2) and the north section of the south building (ID R-5). However, the analysis demonstrates that interior OSF noise levels would not be significant. Therefore, without mitigation, the Proposed Project would result in a significant impact related to permanent increases in noise.

Mitigation Measures

Mitigation to address permanent increases in noise levels was discussed in the analysis of Impact 3.7-1. Refer to Mitigation Measure **NV-2** for mitigation related to permanent operational noise.

Significance After Mitigation

The primary causes of the significant operational noise levels are wheel squeal and noise from wheels crossing over gaps in standard frogs for the yard tracks leading into the storage yard adjacent to the OSF, those passing under the bridge heading toward the Division 20 Rail Yard, and those leading to the Maintenance Facility. Mitigation Measure **NV-2** would reduce Proposed Project noise levels by 1.6 to 3.4 dB. This would eliminate all significant noise impacts shown in Table 3.7.8.

Impact 3.7.4 Would the Proposed Project result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?

Impact Analysis

Significant Impact. Temporary and periodic increases in noise levels are assessed in detail within the analysis of Impact 3.7-1. Daytime noise levels would exceed the FTA criteria at OSF during all analyzed phases of construction activity and at the north end of SCI-Arc during building demolition. Similarly, nighttime noise levels would exceed the limits at OSF during construction activities. Therefore, without mitigation, the Proposed Project would result in a significant impact related to temporary and periodic increases in noise.

Mitigation Measures

Mitigation to address temporary and periodic increases in noise levels was discussed in the analysis of Impact 3.7.1. Refer to Mitigation Measure **NV-1** for mitigation related to construction noise.

Significance After Mitigation

The Noise Control and Monitoring Plans would track and lessen potentially significant construction noise levels. High-performance mufflers are known to reduce engine noise by more than 5 dB and noise barriers typically reduce construction noise by more than 10 dB. However, heavy-duty equipment would operate adjacent to OSF at times and the analysis does not demonstrate that noise levels would be less than the significance thresholds. Therefore, the Proposed Project would result in a significant and unavoidable impact temporary impact related to construction noise.

Impact 3.7.5 Would the Proposed Project expose persons residing or working in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, to excessive noise levels?

Impact Analysis

No Impact. The Proposed Project is not located within an airport land use plan or within two miles of a public airport or public use airport. The nearest public airport is Hawthorne Municipal Airport, located approximately 10 miles southwest of the Project Site. Accordingly,

the Proposed Project would not expose people working or residing in the project area to excessive noise levels from a public airport or public use airport. Therefore, the Proposed Project would not result in an impact related to noise exposure from public airports.

Mitigation Measures

No impact would occur and mitigation measures are not required.

Impact 3.7.6 Would the Proposed Project expose persons residing or working within the vicinity of a private airstrip to excessive noise levels?

Impact Analysis

No Impact. The Proposed Project is not within the proximity of a private airstrip. Therefore, the Proposed Project would result in no impact related to excessive noise levels associated with private airstrips.

Mitigation Measures

No impact would occur and mitigation measures are not required.

3.8. TRIBAL CULTURAL RESOURCES

This section of the Draft EIR provides an analysis of the Proposed Project's potential impacts on tribal cultural resources. Potential impacts to tribal cultural resources are based on coordination and consultation with California Native American tribes that are traditionally and culturally affiliated with the Project Site.

3.8.1. REGULATORY FRAMEWORK

3.8.1.1. Federal

There are no federal laws relevant to the Draft EIR with respect to tribal cultural resources.

3.8.1.2. State

Assembly Bill (AB) 52

AB 52 specifies that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource may have a significant effect on the environment. AB 52 requires that a lead agency consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a project prior to the determination of whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. Furthermore, it provides examples of mitigation measures that may be considered to mitigate an impact.

California Health and Safety Code

California Health and Safety Code Section 7050.5 requires that, in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined that the remains are not subject to the provisions of Section 27491 of the California Government Code or any other related provisions of law concerning investigation of the circumstances, manner, and cause of any death. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the California Native American Heritage Commission (NAHC). The NAHC shall identify the most likely descendant (MLD) who shall be consulted regarding treatment or repatriation of the remains.

California Public Resources Code (PRC)

PRC Section 5097.5 defines the unauthorized disturbance or removal of archaeological, historical, or paleontological resources located on public lands as a misdemeanor. The Section also prohibits the knowing destruction of objects of antiquity without a permit (expressed permission) on public lands issued by the public agency that has jurisdiction over the lands and provides for criminal sanctions.

PRC Section 5097.94 provides for the NAHC to make recommendations to encourage private property owners to protect and preserve sacred places in a natural state and to allow appropriate access to Native Americans for ceremonial or spiritual activities. The NAHC is authorized to assist Native Americans in obtaining appropriate access to sacred places on public lands, and to aid State agencies in any negotiations with federal agencies for the protection of Native American sacred places on federally administered lands in the State.

PRC Sections 5097.98-99 require that the NAHC be consulted whenever Native American graves are found. According to these Sections, it is illegal to take or possess remains or artifacts taken from Native American graves; however, it does not apply to materials taken before 1984.

3.8.1.3. Local

There are no City laws relevant to the Draft EIR with respect to tribal cultural resources.

3.8.2. EXISTING SETTING

In compliance with AB 52, Metro is conducting consultation with Native American tribes. This process began by contacting the NAHC to request a search of the Sacred Lands File (SLF) and a list of tribal groups whom should be contacted regarding the Proposed Project. The search of the SLF by the NAHC indicated the presence of Native American sites in the Project Area. No additional information about the nature or location of the site(s) was provided, but the NAHC recommended contacting the Gabrieleno Band of Mission Indians – Kizh Nation for more information about the sites. The NAHC also provided a list of four additional tribes whom should be contacted about the Proposed Project. Metro sent letters to all five tribal groups in September 2017. The Gabrieleno Band of Mission Indians – Kizh Nation was the only Native American group to provide a formal written response, and they requested Native American monitoring during ground-disturbing activities. The Gabrieleno/Tongva San Gabriel Band of Mission Indians expressed interest in consultation for the project via a phone conversation with Metro staff but has not provided a written formal response. Follow-up emails from Metro to the San Gabriel Band have had no response. Details regarding tribal outreach are provided in Appendix C-2.

As presented in Section 3.3.2, the Project area is situated on lands that were once inhabited by the Gabrieleno, also known as the Tongva. The Gabrieleno had many forms of cultural materials, including beads, baskets, bone and stone tools and weapons, shell ornaments, wooden bowls and paddles, and steatite ornament and cooking vessels. A typical settlement would have had a variety of structures used for daily living, recreation, and rituals.¹ A review of the ethnographic literature indicates that the Project Area is in the general vicinity of the Gabrieleno settlement Ya'angna, which existed along the Los Angeles River in the area of the

¹Bean, Lowell J., and Florence C. Shipek, Luiseño. In: California, edited by Robert F. Heizer, page 547, *In Handbook of North American Indians*, Vol. 8, William C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C., 1978; McCawley, William, *The First Angelinos: The Gabrieleno Indians of Los Angeles*. Malki Museum Press, Banning, California, and Ballena Press, Novato, California, 1996.

Los Angeles Civic Center. The potential for the presence of existing tribal cultural resources on the Project Site was identified through a records search completed with the South Central California Information Center (SCCIC), field surveys, and consultation with Native American groups conducted pursuant to AB 52. The findings are summarized below and refer to the Archaeological Assessment in Appendix C-2 for additional details.

The records search results indicated that there are ten archaeological resources located within 0.25 mile of the Project Site. One site (P-19-1575), located about 0.2 mile from and outside the Project area, contains buried deposits of both prehistoric and historic-age materials, as well as Native American burials. Two of the 10 resources are located within the Project Site. The first resource is a subsurface refuse deposit that was identified below the existing rail yard. The deposit consists of historic-age refuse, including glass and stoneware bottles, cans, ceramics, smoking pipe fragments, railroad spikes, bricks, metal fragments, horseshoes, butchered bone, and some shell. Some Chinese artifacts have also been noted on the site. The site has been evaluated and recommended as not eligible for inclusion in the NRHP or the CRHR, and subsequent surveys have found the area to be completely developed and paved with a building situated on top of the recorded site location. Given the age and nature of the site, and Native American consultation conducted under AB 52, this historic-age refuse deposit is not considered to be a tribal cultural resource.

The second resource is the Burlington Northern Santa Fe/Atchison, Topeka, and Santa Fe Railway, which was originally constructed in the 1880s, but since then has had numerous alterations and modern upgrades to keep it in active service. This site has been evaluated and recommended as not eligible for inclusion in the NRHP or CRHR. Given the age and nature of the site, and Native American consultation conducted under AB 52, the historic-age railway is not considered a tribal cultural resource.

Field surveys of the Project area were conducted in November and December 2016 and September 2017. Because most of the Project area is developed and paved, the surveys focused on locations of previously-recorded resources and areas with exposed soils where archaeological materials could exist.² The field surveys did not result in the discovery of new archaeological resources. No native soils exist within the surface of Project Site. The entire Project Site is developed or paved, except for a small section of the northern-most end, just south of Commercial Street, where light gray-brown, sandy fill had been introduced to raise the ground surface in this area, approximately eight feet above the adjacent paved road surface and railroads. Here, a light scatter of non-diagnostic historic-age objects mixed with modern debris was observed. These objects include fragments of glass bottles, undecorated fine earthenware, porcelain vessels, red clay brick fragments, and pane glass. Because these objects were secondary deposits within the imported fill material, they do not retain any

²Beherec, Marc A., Allison Hill, Chandra Miller, Jeremy Hollins, *Cultural Resources Assessment for the Metro Red/Purple Line Core Capacity Improvements Project, Los Angeles, California*, 2017; Chandler, Evelyn N., *Updated Archaeological Assessment for the Los Angeles County Metropolitan Transportation Authority (Metro) Division 20 Portal Project, Los Angeles, California*, 2018.

integrity regarding the original location of deposition and were not recorded as an archaeological site.

3.8.3. THRESHOLDS OF SIGNIFICANCE

In accordance with the State CEQA Guidelines, the Proposed Project would have a significant impact related to tribal cultural resources if it would:

- Cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
 - Listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC Section 5020.1(k).
 - A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1? In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

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

3.8.4. IMPACT ANALYSIS AND MITIGATION MEASURES

This section assesses potential impacts associated with the Proposed Project and, if necessary, identifies mitigation measures to eliminate or reduce impacts.

Impact 3.8.1 Would the Proposed Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC Section 5020.1(k)?

Impact 3.8.2 Would the Proposed Project cause a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1?

Impact Analysis

Less-than-Significant with Mitigation. As discussed in Section 3.8.2, Metro is conducting consultation with Native American tribes pursuant to AB 52. Details regarding tribal outreach are provided in Appendix C-2. As also discussed in Section 3.8.2, the subsurface refuse deposit and the Burlington Northern Santa Fe/Atchison, Topeka, and Santa Fe Railway present on the Project Site are not considered tribal cultural resources. Consultation with the Gabrieleno Band of Mission Indians – Kizh Nation indicates that the Project area has a high potential to contain buried human remains of Gabrieleno ancestry, and such resources, if present, would be considered a tribal cultural resource.

Although no resources eligible for listing in the CRHR, or local register, or cultural tribal resources as defined in PRC Section 21074 have been identified on the Project Site, ground-disturbing activities have the potential to reveal additional, as yet unidentified subsurface deposits of prehistoric and historic-age, and Native American burials. If previously unidentified archaeological resources, including tribal cultural resources, are encountered during construction, the possibility exists that those resources could be disturbed or damaged during construction, a potentially significant impact. To avoid inadvertent impacts to tribal cultural resources, Mitigation Measure **TCR-1**, shall be implemented:

Mitigation Measures

Mitigation Measures **CR-5** and **CR-9**, as presented in Section 3.3, Cultural Resources, would mitigate or reduce potential impacts to archaeological resources and human remains, respectively, to a level that is less than significant. Mitigation Measure **TCR-1**, provided below, addresses potential impacts to tribal cultural resources that do not include human remains.

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

Significance After Mitigation

Mitigation Measures **CR-5**, **CR-9**, and **TCR-1** would mitigate inadvertent impacts to potential subsurface archaeological deposits or tribal cultural resources, including tribal monitoring during construction activities, and ensuring the appropriate disposition of human remains, if encountered. Therefore, with mitigation, the Proposed Project would result in a less-than-significant impact related to tribal cultural resources.

4. OTHER ENVIRONMENTAL CONSIDERATIONS

Section 15126 of the CEQA Guidelines identifies the subjects that shall be discussed in an EIR including: effects determined not to be significant, irreversible environmental changes, and growth-inducing effects. Effects determined not to be significant and growth-inducing effects are discussed in the following sections. Irreversible environmental changes are not discussed in this EIR because the Proposed Project is not a plan, policy, or ordinance. This chapter also summarizes significant and unavoidable impacts identified in Chapter 3 and anticipated permits and approvals.

4.1. EFFECTS DETERMINED NOT TO BE SIGNIFICANT

Metro has determined that the Proposed Project would not have the potential to cause significant impacts related to the resource areas listed below. Similarly, there is no potential for the Proposed Project to combine with past, present, and reasonably probable future projects to create a cumulative impact to these resources. These resource areas are briefly addressed in in this section. Each resource area was assessed using Appendix G of the CEQA Guidelines.

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

4.1.1. Agriculture and Forestry Resources

- a) **Would the Proposed Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

No Impact. The Project Site is zoned by the City of Los Angeles for Heavy Manufacturing and Public Facilities.¹ The Project Site has not been designated by the California Department of Conservation (CDC) as Prime Farmland, Unique Farmland, or Farmland of

¹City of Los Angeles, *Zoning Information and Map Access System (ZIMAS)*, September 2017.

Statewide Importance.² Project implementation would not convert farmland to non-agricultural use. Therefore, no impact would occur.

b) Would the Proposed Project conflict with existing zoning for agricultural use or a Williamson Act contract?

No Impact. The Project Site and surrounding areas are not zoned by the City of Los Angeles for agricultural use. Neither the Project Site nor nearby lands are enrolled in a Williamson Act contract. Proposed Project implementation would conflict neither with existing zoning for agricultural use nor with a Williamson Act contract. Therefore, no impact would occur.

c) Would the Proposed Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in PRC Section 12220(g)), timberland (as defined by PRC Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No Impact. The Project Site is located within a developed industrial area of the City of Los Angeles and is not zoned for forest land according to the City's Zoning Information and Map Access System (ZIMAS). Proposed Project implementation would not conflict with existing zoning for, or cause rezoning of, forestland, timberland, or timberland zoned Timberland Production. Therefore, no impact would occur.

d) Would the Proposed Project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The Project Site is located in a heavily urbanized area of the City of Los Angeles, is not zoned for forest land, and does not include a forest. The Proposed Project would not result in the loss or conversion of forest land. Therefore, no impact would occur.

e) Would the Proposed Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use?

No Impact. The Project Site is located within an urbanized, industrial/manufacturing area. There is no farmland or forest land located on the Project Site or in its immediate vicinity. The Proposed Project would not involve changes to the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. Therefore, no impact would occur.

²California Department of Conservation, *Farmland Mapping and Monitoring Program, Field Report*, 2016.

4.1.2. Biological Resources

- a) **Would the Proposed Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**

No Impact. The Project Site is located in a highly urbanized, heavy industrial area in downtown Los Angeles. No natural habitats have been identified on the Project Site. The fully channelized Los Angeles River is approximately 200 feet east of the Project Site. However, there are no natural streams or waterways in the vicinity that would be considered ecologically sensitive or potentially harbor/support threatened or endangered species.

Neither the California Department of Fish and Wildlife (CDFW) nor the United States Fish and Wildlife Service (USFWS) have identified the Project Site as a critical habitat for threatened, endangered, candidate, sensitive, or special status species.³ In addition, the Project Site is not located within an existing or proposed Significant Ecological Area (SEA), as designated by the County of Los Angeles.⁴ The Southwestern Willow Flycatcher (*Empidonax traillii extimus*) and the Least Bell's Vireo (*Vireo bellii pusillus*) are federally designated and State-designated endangered species that were identified within one- and five-mile radii, respectively, of the Project Site using the California Natural Diversity Database (CNDDDB) RareFind 5 web application.⁵ Neither species is anticipated to be found within or near the Project Site as the area has been heavily developed and does not contain habitat for these species. Therefore, no impact would occur.

- b) **Would the Proposed Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**

No Impact. The fully channelized Los Angeles River is approximately 200 feet to the east of the Project Site. However, there are no natural streams or waterways in the vicinity that would be considered ecologically sensitive or potentially harbor/support threatened or endangered species. A review of local and regional plans determined that no riparian habitats or sensitive natural communities are located on-site or in the adjacent surrounding area. Riparian habitats and/or sensitive natural communities have also not been identified in City or regional plans or policies, or regulations of the CDFW, USFWS, or the County of Los Angeles as being on-site or in the adjacent surrounding area. Therefore, no impact would occur.

³U.S. Fish and Wildlife Service, *Environmental Conservation Online System (ECOS)*, September 2017.

⁴Los Angeles County Department of Regional Planning, *Significant Ecological Area (SEA) Program*, September 2017.

⁵California Department of Fish and Wildlife, *CNDDDB Rarefind 5*, September 2017.

- c) **Would the Proposed Project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

No Impact. The Los Angeles River is entirely concrete-lined adjacent to the Project Site. The Project Site is not located within or near an area that would be considered a wetland as defined by Section 404 of the Clean Water Act, according to the California Wetlands Information System, and no wetlands have been identified at this location. Therefore, no impact would occur.

- d) **Would the Proposed Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

Less-than-Significant Impact with Regulatory Compliance. The Project Site is occupied by industrial uses in an urbanized expanse that has been previously disturbed by past activities and does not provide wilderness habitats. The CNDDDB RareFind 5 web application identifies ten species that are native to the area within a one- to five-mile radius of the Project Site. Six species were identified as still inhabiting the area, one species was determined to have been eradicated or displaced from the area, and three species were identified as possibly having been eradicated or displaced from the area.⁶ No native species have been observed on the Project Site. There are no migratory fish or wildlife species, or migratory wildlife corridors on-site or within the area, and the Proposed Project would not impede any use of native wildlife nursery sites.^{7,8} No migratory birds have been identified on the Project Site and no bats have been identified underneath the 1st Street Bridge. One palm tree has been identified on the Project Site and no bird nests have been observed. Furthermore, the Los Angeles River is not considered to be a SEA or a critical habitat around the Project Site. Metro's past practices required the survey of potential nesting sites if construction commenced during nesting season (March through August). As part of Metro's standard practices, such surveys are required to be completed by a qualified biologist during the construction process. Identified nests would be protected in place to ensure compliance with all applicable laws and regulations, including the Migratory Bird Treaty Act and California Fish and Wildlife Code's Protection of birds' nests (Section 3503 and 3503.5) and Taking Migratory Bird Treaty Act birds (Section 3513). Therefore, a less-than-significant impact would occur with regulatory compliance.

⁶California Department of Fish and Wildlife, *CNDDDB Rarefind 5*, September 2017.

⁷U.S. Fish and Wildlife Service, *Environmental Conservation Online System (ECOS)*, September 2017.

⁸Los Angeles County Department of Regional Planning, *Significant Ecological Area (SEA) Program*, September 2017.

e) Would the Proposed Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less-than-Significant Impact. One palm tree, which is not of a protected species, has been identified on the Project Site. The Project Site does not contain locally protected biological resources such as oak trees, Southern California black walnut trees, western sycamore trees, or California bay trees. Approximately five mature street trees are located on the west side of Center Street between the proposed MOW building and the Citizens Warehouse/Lysle Storage Company building. None of the trees have been identified as locally protected biological resources (e.g., western sycamore). The Proposed Project does not include tree removal at this location and the existing street trees would not be impacted. Therefore, impacts would be less than significant.

f) Would the Proposed Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?

No Impact. The Project Site is located in a highly urbanized, heavy industrial area in downtown Los Angeles. No natural habitats have been identified on the Project Site. The Proposed Project is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.⁹ Therefore, no impact would occur.

4.1.3. Geology and Soils

a) Would the Proposed Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less-than-Significant Impact with Regulatory Compliance. The Alquist-Priolo Earthquake Fault Zoning Act is intended to mitigate the hazard of surface fault rupture on structures for human occupancy. The Project Site is not within an Alquist-Priolo Fault Zone and there is no substantial evidence of another fault that could create surface rupture hazards.¹⁰ The Upper Elysian Park Fault is the nearest fault to the Project Site, approximately one mile away.¹¹ The Proposed Project would be required to comply with the California Department of Conservation, Division of Mines and Geology Special Publications 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California, which provides guidance for the evaluation and mitigation of earthquake-related hazards, and with the seismic safety

⁹California Department of Fish and Wildlife, *California Regional Conservation Plans Map*, September 2017.

¹⁰California Department of Conservation, *Seismic Hazard Zones Map*, September 2017.

¹¹City of Los Angeles, *Zoning Information and Map Access System (ZIMAS)*, September 2017.

requirements in the International Building Code (IBC), California Building Code, and the Los Angeles Building Code (LABC).^{12,13,14,15} Therefore, a less-than-significant impact would occur with regulatory compliance.

ii) Strong seismic ground shaking?

Less-than-Significant Impact with Regulatory Compliance. The entire Southern California region is susceptible to strong ground shaking from severe earthquakes. Seismic activities associated with a number of nearby faults (e.g., Hollywood, Raymond, Newport, Sierra Madre, and San Andreas Faults), as well as blind thrust faults (e.g., Elysian Park, Puente Hills, and Compton), can generate seismic shaking. Consequently, development of the Proposed Project could expose people and structures to strong seismic ground shaking. However, the Proposed Project would be designed and constructed in accordance with building codes to reduce the potential for exposure of people or structures to seismic risks to the maximum extent possible. The Proposed Project would be required to comply with the California Department of Conservation, Division of Mines and Geology Special Publications 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California, which provide guidance for the evaluation and mitigation of earthquake-related hazards, and with the seismic safety requirements in the IBC. In addition, it is standard Metro practice to require geotechnical reports prior to construction activities. Therefore, a less-than-significant impact would occur with regulatory compliance.

iii) Seismic-related ground failure, including liquefaction?

Less-than-Significant Impact with Regulatory Compliance. Soil liquefaction occurs when loose, saturated, granular soils lose their inherent shear strength due to excess water pressure that builds up during repeated movement from seismic activity. Liquefaction usually results in horizontal and vertical movements from lateral spreading of liquefied materials and post-earthquake settlement of liquefied materials. Factors that contribute to the potential for liquefaction include a low relative density of granular materials, a shallow groundwater table, and a long duration and high acceleration of seismic shaking. The effects of liquefaction include the loss of the soil's ability to support footings and foundations which may cause buildings and foundations to buckle. The northern portion of the Project Site near Jackson Street is located within an earthquake-induced liquefaction zone.¹⁶

The Proposed Project would not directly increase liquefaction hazards because it would not affect seismic conditions or alter underlying soil or groundwater characteristics that govern liquefaction potential. The water table is approximately 30 to 35 feet below grade

¹²International Code Council, *International Building Code*, 2018.

¹³California Building Standards Commission, *2016 California Building Code - Title 24, Part 2*, 2016.

¹⁴California Building Standards Commission, *Errata to the 2016 California Building Code - Title 24, Part 2*, January 1, 2017.

¹⁵City of Los Angeles, *LAMC - Article 1 (Building Code)*, January 3, 2014.

¹⁶California Department of Conservation, *Seismic Hazard Zones Map*, September 2017.

and the soils below the groundwater are dense to very dense.¹⁷ Under the provisions of State law and the LABC, construction projects in liquefaction-prone areas are required to prepare a geotechnical report prior to construction. Additionally, for properties with mapped maximum considered earthquake spectral response, as determined by Section 1613 of the California Building Code, a study is required to assess liquefaction potential. The recommendations (including structural and foundation design features) that are contained in the liquefaction potential study must be incorporated in grading and construction plans. Required compliance with the recommendations identified in the project-specific geotechnical evaluation and the LABC would ensure that future development would not be exposed to substantial risks associated with liquefaction. Therefore, the Proposed Project would not increase risks associated with liquefaction. Therefore, a less-than-significant impact would occur with regulatory compliance.

iv) Landslides?

No Impact. The Project Site and surrounding areas are fully developed and generally characterized by flat topography, and thus, would not be susceptible to landslides. The Project Site is not located within an earthquake-induced landslide area.¹⁸ Therefore, no impact would occur.

b) Would the Proposed Project result in substantial soil erosion or the loss of topsoil?

Less-than-Significant Impact with Regulatory Compliance. Construction of the Proposed Project would result in ground surface disturbance during site clearance, excavation, and grading, which could create the potential for soil erosion to occur. The Project Site is primarily developed with tracks on ballast, which is permeable groundcover. Significant topsoil is not expected to be present. Construction activities would be performed in accordance with the requirements of the LABC and the Los Angeles Regional Water Quality Control Board (LARWQCB) through the City's Stormwater Management Division. Implementation of Best Management Practices such as scheduling excavation and grading activities during dry weather as feasible and covering stockpiles of excavated soils with tarps or plastic sheeting would help reduce soil erosion due to grading and excavation activities. In addition, the Proposed Project would be required to develop a Stormwater Pollution Prevention Plan (SWPPP) and implement construction-related best management practices and comply with the Clean Water Act. The SWPPP would require implementation of an erosion control plan to reduce the potential for wind or waterborne erosion during the construction process. Therefore, a less-than-significant impact would occur with regulatory compliance.

¹⁷T.Y. Lin International, *Division 20 Portal Widening Turnback Geotechnical Report*, 2017.

¹⁸*Ibid.*

- c) **Would the Proposed Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?**

Less-than-Significant Impact with Regulatory Compliance. The Proposed Project is located on a relatively flat site. Site investigations indicate that the Hanford soil is subsurface.¹⁹ Hanford soils are well-drained soils with moderate permeability found on floodplains and alluvial fans, and are considered stable soils for industrial purposes.²⁰ The Proposed Project is partially located on ground that would be exposed to liquefaction.²¹ However, as discussed in Subsection 4.1.3(a(iii)), required compliance with the recommendations identified in the project-specific geotechnical evaluation and the LABC would ensure that future development would not be exposed to substantial risks associated with liquefaction. The Proposed Project would not be at risk of subsidence, landslide, lateral spreading, or collapse. Therefore, a less-than-significant impact would occur with regulatory compliance.

- d) **Would the Proposed Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

Less-than-Significant Impact with Regulatory Compliance. Expansive soils have relatively high clay mineral content and are usually found in areas where underlying formations contain an abundance of clay minerals. Due to high clay content, expansive soils expand with the addition of water and shrink when dried, which can cause damage to overlying structures. Hanford soils typically contain 6 to 18 percent clay content.²² Thus, soils on the Project Site may have the potential to shrink and swell resulting from changes in the moisture content. The Proposed Project would be required to comply with the requirements of the IBC, LAMC, and other applicable building codes. Compliance with such requirements would reduce impacts related to expansive soils. Therefore, a less-than-significant impact would occur with regulatory compliance.

- e) **Would the Proposed Project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?**

No Impact. The Project Site is located in a highly urbanized area, where wastewater infrastructure currently exists. The Proposed Project would not use septic tanks or alternative wastewater disposal systems. Therefore, the capability of the soil to support septic tanks or alternative waste water disposal systems is not relevant to the Proposed Project. Therefore, no impact would occur.

¹⁹ AEI Consultants, *Phase II Subsurface Investigation for 729-737 East Temple Street, 718-736 East Jackson Street and 223 Center Street*, March 14, 2007.

²⁰ United States Department of Agriculture, *Official Soil Series Descriptions*, September 2017.

²¹ California Department of Conservation, *Seismic Hazard Zones Map*, September 2017.

²² United States Department of Agriculture, *Official Soil Series Descriptions*, September 2017.

4.1.4. Hydrology and Water Quality

a) Would the Proposed Project violate any water quality standards or waste discharge requirements?

Less-than-Significant Impact with Regulatory Compliance. Construction activities such as earth moving, maintenance/operation of construction equipment, and handling/storage/disposal of materials could contribute to pollutant loading in stormwater runoff. Metro standard practices require contractors to control water runoff quality in accordance with the guidance of the California Stormwater Quality Association's Industrial & Commercial and Construction Best Management Practice Handbooks. Example practices include securely covering construction stockpiles and employing fiber filters at storm drain inlets.

The Clean Water Act and associated federal regulations (Title 40 of the Code of Federal Regulations [CFR] 123.25(a)(9), 122.26(a), 122.26(b)(14)(x) and 122.26(b)(15)) require nearly all construction site operators engaged in clearing, grading, and excavating activities that disturb one acre or more, including smaller sites in a larger common plan of development or sale, to obtain coverage under a National Pollutant Discharge Elimination System (NPDES) permit for their stormwater discharges. In addition, the fully channelized Los Angeles River is approximately 200 feet east of the Project Site. Metro will prepare a SWPPP consistent with NPDES requirements. Refer to the State Water Resources Control Board Storm Water Program and California Stormwater Quality Association for additional information.^{23,24,25} The SWPPP would specify erosion control, sediment control, non-stormwater management, and materials management. The SWPPP would address requirements throughout the operational life of the Proposed Project through source and treatment control. Source control would be used to prevent pollutants from entering into stormwater discharges and may include effective site design, storm drain signage, properly managed maintenance bays and docks, properly managed trash storage areas, proper design and maintenance of outdoor materials storage areas, and proper maintenance of structural/treatment control. Similarly, a Standard Urban Stormwater Mitigation Plan (SUSMP) would be prepared in accordance with requirements established by the LARWQCB.²⁶

The Proposed Project would also be consistent with the guidelines and standards outlined in the City of Los Angeles' Low Impact Development ordinance.²⁷ The main purpose of this ordinance is to ensure that development and redevelopment projects mitigate runoff in a manner that captures rainwater at its source, while utilizing natural resources.

²³State Water Resources Control Board, *Construction General Permit Fact Sheet*, January 23, 2013.

²⁴California Stormwater Quality Association, *Stormwater Best Management Practice Handbook Portal: Construction*, August 2011.

²⁵California Stormwater Quality Association, *Stormwater Best Management Practice Handbook Portal: Industrial and Commercial*, September 2014.

²⁶County of Los Angeles, *Standard Urban Stormwater Mitigation Plan (SUSMP) Review Sheet*, January 9, 2008.

²⁷City of Los Angeles, *Low Impact Development Ordinance*, September 27, 2011.

The Proposed Project would not violate any water quality standards or waste discharge requirements. Therefore, a less-than-significant impact would occur with regulatory compliance.

- b) **Would the Proposed Project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?**

No Impact. The Proposed Project would use water for construction (e.g., for dust control) and operational activities (e.g., cleaning activities), as discussed below in Subsection 4.1.11 (d). These activities would not require the use of groundwater at the Project Site. Potable water would be supplied by the LADWP, which draws its water supplies from distant sources for which it conducts its own assessment and mitigation of potential environmental impacts. In addition, the Project Site is predominantly permeable because of the ballast, except for the paved maintenance roads. There would be a slight increase in permeability in the expansion area as ballast would be added to properties that are currently almost entirely impermeable. Consequently, the Proposed Project would not reduce any existing percolation of surface water into the groundwater table and may even increase it. The Proposed Project would not directly result in a net deficit in aquifer volume or a lowering of the local groundwater table level. Therefore, no impact would occur.

- c) **Would the Proposed Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?**

Less-than-Significant Impact with Regulatory Compliance. The Project Site is located in a highly urbanized area and is mostly permeable due to its ballast groundcover. The Proposed Project includes the establishment of two storage yards on currently developed properties. The introduction of the storage yards would slightly increase the permeable land surface area and the Proposed Project would maintain viable drainage patterns currently existing at the Project Site. In addition, Metro would prepare an SWPPP prior to starting construction. The Proposed Project would not alter the course of the Los Angeles River and urban runoff would be collected by the existing stormwater drainage system. Refer to Subsection 4.1.11 (c) for additional storm drain details. As previously discussed, the SWPPP would control and minimize erosion and siltation. Therefore, a less-than-significant impact would occur with regulatory compliance.

- d) **Would the Proposed Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?**

Less-than-Significant Impact with Regulatory Compliance. As previously discussed, the SWPPP would control and minimize the potential for flooding. During project operations, stormwater and any irrigation runoff water would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. In addition, prior to starting construction, a drainage plan would be finalized by Metro to ensure that drainage would be consistent with SWPPP requirements.²⁸ Therefore, a less-than-significant impact would occur with regulatory compliance.

- e) **Would the Proposed Project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

Less-than-Significant Impact with Regulatory Compliance. The SWPPP would ensure that surface water runoff would continue to flow to the City's storm drain system. The Proposed Project would maintain impervious surfaces and would utilize existing stormwater drainage existing at the Project Site. Water runoff after development would not exceed the capacity of existing or planned drainage systems.²⁹ The Proposed Project would not create or contribute runoff water that would exacerbate any existing deficiencies in the storm drain system or provide substantial additional sources of polluted runoff. Any water applied during construction (e.g., for dust control) would be minimal and easily accommodated by the storm drainage system. Impacts related to exceedance of existing storm drain capacities or water quality would be less than significant. Therefore, a less-than-significant impact would occur with regulatory compliance.

- f) **Would the Proposed Project otherwise substantially degrade water quality?**

Less-than-Significant Impact with Regulatory Compliance. The Proposed Project would be required to have an SWPPP, which would require source and treatment control. This would minimize any pollutant discharges into storm drains. Therefore, a less-than-significant impact would occur with regulatory compliance.

- g) **Would the Proposed Project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

No Impact. The Proposed Project does not include housing. Therefore, no impact would occur.

²⁸T.Y. Lin International, *Division 20 Preliminary Drainage Report*, 2017.

²⁹*Ibid.*

h) Would the Proposed Project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. The Project Site is located within Flood Insurance Rate Map (FIRM) area 06037C1636 and does not fall within a 100-year flood hazard area.³⁰ There is no potential to impede or redirect flood flows. Therefore, no impact would occur.

i) Would the Proposed Project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact. The Project Site is not located in a 100-year flood zone. The Los Angeles River adjacent to the Project Site is a concrete-lined channel to control flooding. The Proposed Project would not expose people or structures to a risk of loss, injury, or death from dam failure. Therefore, no impact would occur.

j) Would the Proposed Project expose people or structures to significant risk of loss, injury, or death from inundation by seiche, tsunami, or mudflow?

No Impact. According to the Department of Conservation Tsunami Inundation Map, the Project Site is not within an inundation zone for a seiche or tsunami.³¹ In addition, the Project Site is not located within a landslide hazard area and hence would not be vulnerable to damage caused by a mudflow.³² Therefore, no impact would occur.

4.1.5. Land Use and Planning

a) Would the Proposed Project physically divide an established community?

No Impact. The Project Site is located between the Arts District and the Los Angeles River. Considering the north to south orientation, the Project Site is located on the eastern edge of the Arts District. The Proposed Project would not interfere with the community circulation patterns on Center Street or Santa Fe Avenue. Considering the east to west orientation, the existing Division 20 Rail Yard does not provide access to the community on the east side of the Los Angeles River. Access is provided by the 1st and 4th Street Bridges, and the roadways would not be altered by the Proposed Project. The Proposed Project would vacate Jackson, Banning, and Ducommun Streets east of Center Avenue. However, these streets already currently dead end into the existing Division 20 Rail Yard.

The Proposed Project requires the expansion of the Division 20 Rail Yard to the west. The properties that would need to be acquired for this expansion include the Citizens Warehouse/Lysle Storage Company building and the LAPD Viertel's Central Division Police Garage.

³⁰Federal Emergency Management Agency, *Flood Insurance Rates Map (FIRM)*, September 2017.

³¹California Department of Conservation, *Official Tsunami Inundation Maps*, September 2017.

³²California Department of Conservation, *Landslides Maps, Investigation and Inventory of Slope Failures that Occurred in 1978 and 1980 in the Los Angeles [7.5'] Quadrangle, Los Angeles County, California*, 1982.

Table 4.1 shows the APN, street addresses, and parcel sizes of these properties. These properties are adjacent to the existing Division 20 Rail Yard and their use would not divide the community or affect vehicle, pedestrian, or bicycle access within the community. The Proposed Project would not disrupt or isolate any existing communities. Therefore, no impact would occur.

Table 4.1. Required Land Acquisitions

Current Use /a/	Assessor Parcel Numbers /a/	Street Addresses /a/	Parcel Size (Square Feet) /a/
Citizens Warehouse/Lysle Storage Company Building	5173-023-903	<ul style="list-style-type: none"> • 1001 East 1st Street • 110 North Center Street • 112 North Center Street 	31,402.7
LAPD Viertel's Central Division Police Garage	5173-020-010	<ul style="list-style-type: none"> • 500 North Center Street • 811 East Ducommun Street 	28,773.7
Commercial Building (a.k.a. "100-120 North Santa Fe Avenue")	5173-013-016	<ul style="list-style-type: none"> • 100 North Santa Fe Avenue • 120 North Santa Fe Avenue • 746 East. Banning Street • 949 East 1st Street 	22,650.9

/a/ City of Los Angeles Department of City Planning, *Zoning Information and Map Access System (ZIMAS)*, <http://zimas.lacity.org>, accessed January 3, 2018.

Source: Terry A. Hayes Associates Inc., 2017.

Acquisitions requiring the displacement of existing businesses would comply with Section 7260 et seq. of the State Government Code to minimize adverse effects. All real property acquired would be appraised to determine its fair market value. Just compensation, which shall not be less than the approved appraisal made to each property owner, would be offered. Each business displaced as a result of the Proposed Project would be given advanced written notice and would be informed of the eligibility requirements for relocation assistance and payments. In addition, relocation consultants will be retained to assist in finding suitable replacement sites to accommodate the displaced businesses.

b) Would the Proposed Project conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding mitigating an environmental effect?

No Impact. According to the City of Los Angeles Department of Planning, the Project Site is located within the Central City North Community Plan Area (CPA) within M3 and PF zones. M3-Heavy Manufacturing zoning allows for construction and operation of various manufacturing uses, including service facilities and maintenance yards.³³ PF-Public Facilities allows for the use and development of publicly owned land, which includes the use of government buildings, structures, and office and service facilities including

³³City of Los Angeles, LAMC - Article 2 (*Specific Planning - Zoning Comprehensive Zoning Plan*), 2017.

maintenance yards.³⁴ Additionally, the Project Site is located within the River Improvement Overlay (RIO) District and the East Los Angeles Enterprise Zone (EZ).³⁵ The RIO District requires projects to comply and support goals of the Los Angeles River Revitalization Master Plan and establish a positive interface between the properties and the river. Neither the existing nor proposed Division 20 Rail Yard abuts the Los Angeles River. The Rail Yard is separated from the Los Angeles River by numerous tracks, including freight and Metrolink rail tracks. The Proposed Project would not affect the interface between the properties and the river. The acquisition of the properties would not introduce inconsistencies with land use zones.

The Proposed Project's relationship to relevant plans, policies, and regulations is evaluated accordingly in the following discussion.

State

Complete Streets Act. Assembly Bill 1358 requires cities and counties to ensure that local roads and streets adequately accommodate the needs of bicyclists, pedestrians and transit riders, as well as motorists. Center Street is part of the Eastside Access Improvements: 1st & Central Project developed to improve historical and cultural connections in downtown Los Angeles by enhancing pedestrian and bicycle travel options through and between communities.³⁶ The focus of the Eastside Access Improvements: 1st & Central Project is access to Los Angeles Union Station, a regional transportation hub for numerous rail, bus and shuttle services, and the future Regional Connector Station at 1st/Central. The Proposed Project would not permanently alter Center Street and would not interfere with Metro's ability to implement the Eastside Access Improvements: 1st & Central Project. The Proposed Project is consistent with the Complete Streets Act.

Regional

Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2016-2040 RTP/SCS policies and goals focus on the need to coordinate land use and transportation decisions in order to manage travel demand within the region through the year 2040. The two objectives of the project are to construct core capacity improvements and construct new tracks and switches needed to accommodate increased service levels on the Metro Red and Purple Lines. These objectives are consistent with the overarching aims of the RTP/SCS.

³⁴City of Los Angeles, *Generalized Summary of Zoning Regulations*, 2017.

³⁵City of Los Angeles, *Zoning Information (Z.I.) No. 2358, River Improvement Overlay District, Ordinance Nos. 183144 and 183145*, January 12, 2015.

³⁶Metro, *Connect US Action Plan*, 2015.

Metro Congestion Management Plan (CMP). In addition to transportation system performance, the CMP emphasizes the relationship between local land use decisions and regional transportation. Metro's Land Use Analysis Program states all development projects that require preparation of an EIR must incorporate a CMP Transportation Impact Analysis into the document. The following CMP arterial and freeway monitoring locations are in the vicinity of the Project Site:

- Alameda Street at Washington Boulevard
- Interstate 5 freeway at Stadium Way
- US-101 freeway at Vignes Street
- State Route 110 at the US-101 freeway

The Proposed Project would not add more than 150 peak hour trips to the freeway monitoring locations or add more than 50 peak hour trips to the intersection monitoring locations. Refer to Subsection 4.1.10(b) for additional traffic details. A CMP analysis is not necessary.

Local

City of Los Angeles General Plan Citywide General Plan Framework. The General Plan Framework includes the broad theme of sustained mobility with greater accessibility. The two objectives of the Proposed Project are to construct core capacity improvements and construct new tracks and switches needed to accommodate increased service levels on the Metro Red and Purple Lines. Therefore, the Proposed Project objectives are consistent with the overarching aims of the General Plan Framework.

Central City North Community Plan. The Project Site is currently designated for Heavy Manufacturing and Public Facilities land uses and proposed land uses would be consistent with these designations. The Community Plan states that the industrial sector within the Project Area should be encouraged and protected. In addition, the Community Plan encourages the continued development of the Arts District. The Proposed Project would be consistent with the local land use designations and would not interfere with continued development of the Arts District. Therefore, the Proposed Project would be consistent with the Community Plan.

Refer to the Section 3.3 Cultural Resources for a discussion of historic resources in the Community Plan area.

c) Would the Proposed Project conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. The Project Site and surrounding area is fully developed mostly with industrial and commercial uses in a highly urbanized area of the City. The Project Site is not identified as critical habitat for threatened or endangered species and does not contain any candidate, sensitive, or special-status species. The Proposed Project would not

conflict with any habitat conservation plan or natural community conservation plan. Therefore, no impact would occur.

4.1.6. Mineral Resources

a) Would the Proposed Project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. The Project Site is located within the Mineral Resources Zone-2.³⁷ These areas are underlain or suspected to be underlain by mineral deposits. Additionally, the Project Site is located within the Union Station Oil Field, a major drilling area.³⁸ However, the Proposed Project would not alter any land uses in a manner that would inhibit or restrict the extraction of mineral resources or oil beneath the Project Site. Therefore, no impact would occur.

b) Would the Proposed Project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. Refer to the discussion in Subsection 4.1.6(a). No impact would occur.

4.1.7. Population and Housing

a) Would the Proposed Project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact. The Proposed Project would not include housing. Thus, it would not directly induce substantial population growth. Although the Proposed Project does involve the development of new infrastructure, its primary purpose is to support core capacity improvements and construct new tracks and switches needed to accommodate increased service levels on the Metro Red and Purple Lines that have been analyzed in a previous EIS/EIR and have already been approved. The Proposed Project itself is not an extension of the Metro Purple Line Project or Union Station. Hence, the Proposed Project would also not indirectly induce substantial population growth. Therefore, no impact would occur.

b) Would the Proposed Project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. The Proposed Project would not demolish, remove, or convert existing residential buildings. Therefore, no impact would occur.

³⁷City of Los Angeles General Plan, *Conservation Element, Exhibit A Mineral Resources*, January 2001.

³⁸City of Los Angeles General Plan, *Safety Element, Exhibit E Oil Field and Oil Drilling Areas in the City of Los Angeles*, January 2001.

c) Would the Proposed Project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. Refer to the discussion in Subsection 4.1.7(b). No impact would occur.

4.1.8. Public Services

a) Would the Proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i) Fire protection

No Impact. The Project Site and the surrounding area are currently served by the City of Los Angeles Fire Department (LAFD) Fire Station 4, located at 450 East Temple Street (approximately 0.6 miles to the northwest). The Proposed Project does not include housing and would not result in population growth. It is not anticipated that the Proposed Project would create a substantial increase in demand for fire protection and paramedic services. Nonetheless, the LAFD may require additional personnel and equipment to maintain the level of fire protection and paramedic services at the time of build-out. The LAFD Deployment Plan has been in place since mid-2011. Under the LAFD Deployment Plan, the service delivery area of each fire station is drawn to allow fire apparatus to reach any address in that district within a specified response time. By analyzing data from previous years and continuously monitoring current data regarding response times, types of incidents and call frequencies, LAFD can shift resources to meet local demands for fire protection and paramedic services. The Proposed Project would not result in the need for a new fire station or other LAFD facilities. In addition, fire hydrant flow provisions would be expected to be in compliance with City of Los Angeles standards. Therefore, no impact would occur.

ii) Police protection

No Impact. The LAPD is responsible for law enforcement duties on buses, trains and transit stops in the Project Area, including at Union Station. The Project Area is currently served by the LAPD Central Community Police Station. There would be approximately 107 additional employees stationed at the Project Site after completion of the Proposed Project. The majority of these employees would be operating trains and not at the Project Site during the day. Employees located at the new MOW building would be existing but relocated employees of the Division 20 Rail Yard. It is not anticipated that there would be a substantial increase in permanent population within the Central Community Police Station's service area. It is not anticipated that the Proposed Project would create a substantial increase in demand for police protection services. Response times would be minimally affected by the Proposed Project due largely to the fact that most officers respond to calls for service from the field, and not from the station. In addition to regular police patrols in near the Project Site, the Proposed Project would incorporate security

features to provide for the safety of visitors and employees. These features would include video surveillance as well as lighting throughout the Project Site to ensure safety and visibility. The inclusion of these security measures would reduce a potential increase in the number for calls for service and the need to deploy additional police officers and/or increased patrols within the vicinity of the Project Site. The Proposed Project would not result in the need for new police department facilities. Therefore, no impact would occur.

iii) Schools

Less-than-Significant Impact. The Proposed Project does not include housing, but it would result in an increase of 107 employees stationed at the Project Site. However, this increase in the number of employees is unlikely to result in a substantial increase in enrollment at any one school since the residential locations of these new employees would likely be dispersed over a wide area within commuting distance of the Project Site. Therefore, impacts would be less than significant.

iv) Parks

No Impact. The Proposed Project would not acquire parkland nor include housing or growth-inducing development that would typically increase the demand for park usage. Therefore, no impact would occur.

v) Other public facilities

No Impact. The Proposed Project does not include housing and would not generate population growth that would affect other public facilities such as libraries. Therefore, no impact would occur.

4.1.9. Recreation

- a) **Would the Proposed Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

No Impact. The closest park to the Project Site is Arts District Park, located approximately 0.3 miles to the west. The Proposed Project would not include housing or other development that would increase use of existing parks and recreational facilities. It is not anticipated that employees would use local parks. Therefore, no impact would occur.

- b) **Does the Proposed Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

No Impact. The Proposed Project would not construct new recreational facilities and, as discussed above, would not generate new demand for these facilities. Therefore, no impact would occur.

4.1.10. Transportation and Traffic

- a) **Would the Proposed Project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections?)**

Less-than-Significant Impact. The following analysis assesses potential construction and operational impacts to the roadway system.

Construction

Construction activities would temporarily add trucks and worker vehicles to the roadway network. Trucks would likely travel between the US-101 freeway and the Project Site via Commercial and Center Streets. It is anticipated that there would be a maximum of 50 truck trips per day (i.e., 50 inbound and 50 outbound) during portal widening activities and an average of three truck trips per day throughout the first year of construction, followed by a gradual reduction to 25 to 30 truck trips per day. There would likely be a maximum of 40 workers at the Project Site during the most intense construction days with an average of 20 workers per day throughout the construction process.

Assuming an eight-hour day, and an even distribution of haul trips, the maximum haul activity would be 12 truck trips per hour (six inbound trips and six outbound trips). One truck every ten minutes in each direction is not expected to significantly affect operating conditions along Commercial and Center Streets. In addition, Metro would be required to obtain a haul route permit from the City. The City has dedicated inspectors to monitor conditions of haul routes, enforce Good Neighbor Construction Practices, verify compliance with conditions on approved haul routes, respond to complaints of violations, and mediate conflicts and issues between neighbors and construction projects.

Regarding workers, the actual peak-hour trip generation would vary depending on work hours, but typical construction worker shifts start and end before the AM and PM peak hours. Assuming 60 percent of construction worker trips occur outside of the peak hours, there would be approximately 16 peak-hour worker trips. This estimation is based on the conservative assumption that workers would not carpool. The peak-hour trips would be spread throughout the hour resulting in an average of approximately one trip every four minutes, or less than one trip per light cycle. This level of trip activity is not expected to significantly affect the operating conditions along local roadways.

Construction laydown and staging areas would be located on the Project Site or the existing soils remediation site adjacent to the LAPD Viertel's Central Division Police Garage, which would eliminate on-street queuing that could interfere with existing businesses and associated traffic along Commercial Street north of the Project Site, Center Street, and local streets west of Center Street. Construction trucks would access the Project Site from Center Street and not from Commercial Street. Furthermore, street

closures are not anticipated on Center Street and commercial access to existing businesses, east and west of Center Street, would not be impacted by truck activities.

The Project Site and existing Division 230 Rail Yard have ample room for construction parking and standard Metro practices prohibit construction workers from parking on public streets when space is available. It is standard Metro practice to coordinate oversized transport vehicles, if necessary, with the California Department of Transportation. In addition, the Proposed Project would not adversely affect US-101 ramp queues based on the 16 peak-hour worker trips discussed above and the standard Metro practice to prohibit hauling during peak hours when roadways are most congested.

Impacts on the roadway system due to construction activities would be less than significant based on the above analysis. In addition, Metro requires the following practices to be implemented on all construction projects:

- A flagman shall be placed at the truck entry and exit from the Project Site if visibility of oncoming traffic is limited or compromised.
- Deliveries and pick-ups of construction materials shall be scheduled during non-peak travel periods to the degree possible, unless a peak hour variance is obtained, and coordinated to reduce the potential of trucks waiting to load or unload for protracted periods of time.
- Access shall remain unobstructed for land uses in proximity to the Project Site during construction.
- Lane and sidewalk closures shall be minimized to the extent feasible. In the event of a temporary lane or sidewalk closure, a worksite traffic control plan shall be implemented to route traffic, pedestrians or cyclists around any such lane or sidewalk closures.
- A construction management plan shall be developed by the contractor and will be implemented during construction, to include the following:
 - Schedule vehicle movements to ensure there are no project-related vehicles waiting off-site and impeding public traffic flow on the surrounding streets.
 - Establish requirements for the loading, unloading, and storage of materials on the Project Site.
 - Coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project Site and neighboring businesses.

Operations

There would be approximately 107 additional employees at the Project Site after completion of the Proposed Project. Employees would arrive through a combination of single-occupancy vehicles, carpools, and public transit. The majority of these employees would be operating trains during the day. The peak periods typically used to assess potential traffic impacts are from 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. Train operators would arrive and depart outside of these hours as the peak traffic hours coincide

with peak train activities. Employees located at the new MOW building would be existing but relocated employees of the Division 20 Rail Yard and would not generate new trips. Travel by new employees during peak hours would be minimal and would not significantly affect roadway and intersection operations. Operational activities would not interfere with access or parking associated with businesses on Commercial Street. Operational access to the Project Site would be from Center Street and not from Commercial Street. Similar to the existing condition, parking would be allowed on the north side of Commercial Street and prohibited on the south side of the street. Therefore, operational activities would not significantly affect the roadway system.

b) Would the Proposed Project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

No Impact. The CMP is a State-mandated program, administered by Metro for Los Angeles County, which provides a mechanism for coordinating land use and development decisions. The CMP requires establishment of standards to measure congestion at specific monitoring locations on the freeway and arterial systems. The following CMP arterial and freeway monitoring locations are located in the vicinity of the Project Site:

- Alameda Street at Washington Boulevard
- Interstate 5 freeway at Stadium Way
- US-101 freeway at Vignes Street
- State Route 110 at the US-101 freeway

Since the Proposed Project would not add more than 150 peak hour trips to the freeway monitoring locations nor would it add more than 50 peak hour trips to the intersection monitoring locations, a CMP analysis is not necessary. Therefore, no impact would occur.

c) Would the Proposed Project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. The Proposed Project does not include an aviation component or include features that would interfere with air traffic patterns. Therefore, no impact would occur.

d) Would the Proposed Project substantially increase hazards to a design feature or incompatible uses?

No Impact. All access and circulation associated with the Proposed Project would be designed and constructed in conformance with all applicable requirements established by Metro, the LAFD, Occupational Safety and Health Administration, and the LAMC. The Proposed Project would not include the construction of new roads off the Project Site that would result in an increase in hazards due to a design feature. Therefore, no impact would occur.

e) Would the Proposed Project result in inadequate emergency access?

Less-than-Significant Impact. Construction activities have the potential to affect emergency access by adding construction traffic to the street network. As discussed above, it is anticipated that there would be a maximum of 16 worker trips per AM and PM peak hour period and 12 truck trips. Some temporary and minor impacts due to encroachment may occur on Center and Commercial Streets, although full lane closures are not anticipated as part of the Proposed Project. Despite the minimal increase in traffic on the roadway network, construction activities could slightly affect emergency access. However, emergency access to the Project Site would be maintained during construction, these impacts would be negligible and temporary, and the Proposed Project would be required to prepare a Construction Staging and Traffic Management Plan that would address traffic and access control during construction.

The Proposed Project would utilize the existing and planned network of regional and local streets in the study area. The Proposed Project would comply with standard engineering practices and design standards and would not include design elements that would increase roadway hazards or impede emergency access. In addition, as discussed above in Subsection 4.1.8(a), the Proposed Project would not create a substantial increase in demand for emergency services. Therefore, impacts would be less than significant.

f) Would the Proposed Project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No Impact. The two objectives of the Proposed Project are to construct core capacity improvements and construct new tracks and switches needed to accommodate increased service levels on the Metro Red and Purple Lines. These objectives are entirely consistent with Metro and City plans and policies to encourage public transit, bicycling activities, and walking.

Center Street is part of the Eastside Access Improvements: 1st & Central Project developed to improve historical and cultural connections in downtown Los Angeles by enhancing pedestrian and bicycle travel options through and between communities.³⁹ The focus of the Eastside Access Improvements: 1st & Central Project is access to Union Station, a regional transportation hub for numerous rail, bus and shuttle services, and the future Regional Connector station at 1st/Central. The Proposed Project would not permanently alter Center Street and would not interfere with Metro's ability to implement the Eastside Access Improvements: 1st & Central Project. In addition, the Proposed Project would not narrow the existing sidewalk on Center Street.

³⁹Metro, *Connect US Action Plan*, 2015.

Metro is in the process of studying the Los Angeles Bike Path Gap Closure Project. This gap closure would include the portion of the Los Angeles River frontage located 200 feet east of the Project Site. The new path would be designed to connect to existing and funded future pedestrian and bicycle infrastructure that touches the Project Area, including, but not limited to, the 6th Street Viaduct Replacement Project and other active transportation facilities identified in the City's Mobility Plan 2035. There is no existing public pedestrian or bicycle access to the Los Angeles River through the Division 20 Rail Yard that would be removed through implementation of the Proposed Project. Property acquisitions associated with the Proposed Project do not include land adjacent to the Los Angeles River that could be used as access points. Future access through the Rail Yard would not be possible due to public safety measures and Metro operational limitations. Potential access to the Los Angeles River from the 1st Street Bridge is not within the scope of the Rail Yard expansion and would need to be studied as part of the Los Angeles Bike Path Gap Closure Project.

Based on the above analyses, there is no potential for the Proposed Project to interfere with plans and policies to discourage the use of passenger vehicles. Therefore, no impact would occur.

4.1.11. Utilities and Service Systems

a) **Would the Proposed Project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**

No Impact. Wastewater from the Proposed Project would be served by the Hyperion Treatment Plant (HTP) located at 12000 Vista del Mar, Playa del Rey. The HTP includes full secondary treatment of wastewater, biosolids handling, as well as biogas to electricity generation. It is important to consider the existing and anticipated wastewater generation of the project in relation to current average daily flows experienced at the HTP, as well as in proportion to remaining capacity of the system. On average the HTP receives approximately 275 million gallons per day (mgd) of wastewater during dry weather, with a maximum capacity of 450 mgd during dry weather.⁴⁰ There would be approximately 107 additional employees stationed at the Project Site after completion of the Proposed Project. The majority of these employees would be operating trains and not at the Project Site during the day. Employees located at the new MOW building would be existing but relocated employees of the Division 20 Rail Yard. Furthermore, wastewater generated at the MOW building would be offset by existing wastewater generated at 100-120 North Santa Fe Avenue. The amount of wastewater generated by new individuals at the Project Site would be negligible in terms of HTP capacity. As a proportion of total average daily flow experienced by the HTP, the wastewater generation of the Proposed Project would account for a very small percentage of the 175 mgd remaining treatment capacity of HTP.

⁴⁰City of Los Angeles Department of Sewers, Environment LAsanitation, *Hyperion Treatment Plant Information*, October 9, 2017.

The increase in wastewater flow would not jeopardize the HTP's ability to operate within its established wastewater treatment requirements. Therefore, no impact would occur.

b) Would the Proposed Project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact. LADWP and the City of Los Angeles maintain water and sewer connections to the Project Site from Vignes Street (via smaller pipes on Commercial Street, Ducommun Street, Jackson Street, Temple Street, and Banning Street) and Santa Fe Avenue. The pipes on Vignes Street are 18 inches in diameter, and those on Santa Fe Avenue are 8 inches in diameter. The existing sanitary sewer and water services which currently serve the train wash building would require relocation to accommodate the Proposed Project's storage tracks. However, as discussed in Subsection 4.1.11 (a), the Proposed Project would not create wastewater system treatment capacity issues. Consequently, as further discussed below in Subsection 4.1.11 (d), the Proposed Project would not require the construction of new or expansion of existing water treatment facilities. Therefore, no impact would occur.

c) Would the Proposed Project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact. The Project Site, including 100-120 North Santa Fe Avenue, is fully developed and located within an industrial area. Several major storm drains traverse under the Rail Yard Due to the proximity to the Los Angeles River. They include:

- An 11.5-foot arch pipe that traverses beneath Ducommun Street near the portal, which discharges to the Los Angeles River.
- A 3.5-foot reinforced concrete pipe that traverses beneath Ducommun Street, which discharges to the Los Angeles River.
- A 12-foot reinforced concrete arch pipe in 2nd Street that traverses beneath the existing MOW building and under the tracks, which discharges into the Los Angeles River.
- A 7.5-foot vitrified brick and concrete pipe that traverses beneath Traction Avenue and curves south beneath Santa Fe Avenue, crosses 4th Street, and discharges into the Los Angeles River north of the 6th Street Bridge.

At the Rail Yard, an on-site network of trench drains and pipes collects runoff from the roof of the main shop building and nuisance water from around the building. The on-site runoff ultimately discharges through a single pipe to the 7.5-foot storm drain in Santa Fe Avenue. The topography of the Project Site is currently graded to the south. The Proposed Project would maintain existing drainage patterns and site-generated surface water runoff would continue to flow to the City's storm drain system. It is not anticipated that new development would increase existing stormwater runoff. Therefore, no impact would occur.

d) Would the Proposed Project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

No Impact. LADWP conducts water planning based on an econometric water demand forecasting approach. Water demand is projected by major land use category (single-family, multi-family, commercial, industrial and government) as well as weather conditions. From 2015 to 2035 the City's water demand is expected to grow by approximately 95,996 acre-feet, with water supplies to meet this demand.⁴¹

The Proposed Project would not include the construction of new restroom facilities. Existing facilities comply with the Metro Energy Conservation Management Plan, which is a strategic blueprint to guide energy and water use in a sustainable, cost-effective, and efficient manner, and the California Green Building Code. In addition, water to be used at the proposed MOW building at 100-120 North Santa Fe Avenue would be offset by the discontinuation of water use by the building's current occupants. The Proposed Project would require additional potable and non-potable water for construction (e.g., for dust control) and operational activities (e.g., cleaning activities). Domestic water lines would need to be added to support maintenance activities that would occur in the Proposed Project's new storage track areas. Operation of the Proposed Project falls within the planning period for the 2010 Urban Water Management Plan (UWMP) and was anticipated by LADWP as a part of the overall growth of in their service area. As discussed above, the UWMP concluded that LADWP has sufficient water supplies to meet projected demands, and the Proposed Project demand for water would not require new water supply entitlements beyond those already considered in the 2010 UWMP. Therefore, no impact would occur.

e) Would the Proposed Project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No Impact. Refer to discussion Subsection 4.1.11 (a) above. The existing wastewater provider would have sufficient capacity to accommodate the Proposed Project. Therefore, no impact would occur.

f) Would the Proposed Project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

No Impact. The Proposed Project would generate a small amount of solid waste related to activities associated with new employees (e.g., food waste) and rail vehicle maintenance (e.g., cleaning rags). In compliance with Assembly Bill 939, Metro would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the Proposed Project from landfills. Operational solid waste and non-hazardous construction waste would likely be hauled to the Chiquita Canyon and Sunshine Canyon Landfills. These landfills accounted for over 95 percent of the City's solid waste

⁴¹Los Angeles Department of Water and Power, *2010 Urban Water Management Plan, Exhibit ES-R Service Area Reliability Assessment for Average Weather Year, 2010.*

disposal in 2014.⁴² At that time, Chiquita Canyon had a daily intake capacity of 2,442 tons per day and Sunshine Canyon had a daily intake capacity of 4,518 tons per day. It is anticipated that solid waste generated by the Proposed Project would represent less than 0.00001 percent of the remaining daily permitted intake capacity of the landfills. Furthermore, solid waste generated at the MOW building would be offset by existing solid waste generation at 100-120 North Santa Fe Avenue. Solid waste generated by the Proposed Project would be sufficiently accommodated by the landfills discussed above. Therefore, no impact would occur.

Refer to Section 3.6 Hazards and Hazardous Materials for a discussion related to the disposal of hazardous construction waste (e.g., demolition materials containing lead-based paint).

g) Would the Proposed Project comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. Refer to discussion in Subsection 4.1.11 (f). The Proposed Project would comply with federal, State, and local statutes and regulations. Therefore, no impact would occur.

4.2. SIGNIFICANT AND UNAVOIDABLE IMPACTS

Section 15126.2(b) of the CEQA Guidelines requires that an EIR describe significant environmental impacts that cannot be avoided, including those effects that can be mitigated but not reduced to a less-than-significant level. Implementation of the Proposed Project would result in the following significant and unavoidable impacts:

- Cultural Resources (Historical Resources). The Citizens Warehouse/Lysle Storage Company building has been determined to be eligible as a City of Los Angeles Historic-Cultural Monument. The Proposed Project includes mitigation to preserve and protect approximately 20,000 square feet of the building, including the frontage facing Center Street. However, the demolition of approximately 30,000 square feet would result in a significant and unavoidable impact. In addition, the 1st Street Bridge is designated by the City as a Historic-Cultural Monument. The Proposed Project would remove bents to accommodate new tracks. The Proposed Project includes mitigation measures to retain the original decorative brackets, reflect the original board-form appearance on new concrete, and use an infill treatment similar to the treatment used when the Bridge was first widened to accommodate the Metro Gold Line. However, removal of the bents would result in a significant and unavoidable impact. Furthermore, the National Ice and Cold Storage building would be demolished, which would result in a significant and unavoidable impact.

⁴²County of Los Angeles, Department of Public Works, *Countywide Integrated Waste Management Plan 2014 Annual Report*, December 2015.

- Noise and Vibration (Construction Noise and Vibration). The Proposed Project would include construction activities involving heavy-duty equipment directly adjacent to OSF. In addition, nighttime construction may be required to limit operational impacts to the existing Rail Yard. Noise and vibration levels would potentially exceed FTA standards at OSF. The Proposed Project includes Noise and Vibration Control and Monitoring Plans as mitigation measures. However, no feasible mitigation measures were identified to reduce the significant impact to a less-than-significant level.

4.3. GROWTH-INDUCING IMPACTS

Section 15126.2(d) of the CEQA Guidelines requires that the EIR consider growth-inducing impacts of the Proposed Project. Growth-inducing impacts are characteristics of a project that could directly or indirectly foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. According to the CEQA Guidelines, such projects include those that would remove obstacles to population growth (e.g., a major expansion of a wastewater treatment plant). In addition, as set forth in the CEQA Guidelines, increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. There would be approximately 107 additional employees stationed at the Project Site after completion of the Proposed Project. This anticipated increase in long-term employment would be relatively minor and would not result in a significant increase in the local population. Because the Proposed Project does not include housing, it would not directly induce growth in the vicinity of the Project Site.

Although the Proposed Project would accommodate the increase in transit service associated with the Purple Line Extension, the growth-inducing impacts of the increase in transit service have been analyzed in a previous EIS/EIR and have already been approved. Moreover, expansion of the Division 20 Rail Yard would not extend transit service to the Project Site, and the Metro Red and Purple Lines are located in a developed urban area with a limited number of vacant or underutilized parcels. Therefore, the Proposed Project would not directly or indirectly induce growth that would result in a substantial change in land use development patterns or result in substantial increases in employment or population.

4.4. ANTICIPATED PERMITS AND APPROVALS

This document is intended to environmentally clear future related discretionary actions under CEQA by Metro and other agencies. Discretionary actions include those approvals, entitlements or permits necessary in order to implement a project. Metro will prepare a SWPPP consistent with federal and County requirements for stormwater discharges associated with construction and industrial activities. Coordination and approvals from communications and utility purveyors (e.g., Southern California Gas Company) would be needed for temporary or permanent utility relocation or service interruption. The Proposed Project would require various approval and/or permits from various City of Los Angeles departments, including the Fire Department, the Bureau of Engineering, the Department of Transportation, the Bureau of Street Services, the Department of Building and Safety, and the Bureau of Sanitation.

5. CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 defines cumulative impacts as two or more individual actions that, when considered together, are considerable or will compound other environmental impacts. CEQA Guidelines Section 15130(a) requires that an EIR discuss the cumulative impacts of a project when the project's incremental effect is "cumulatively considerable." As set forth in CEQA Guidelines Section 15065(a)(3), "cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. Thus, the cumulative impact analysis allows the EIR to provide a reasonable forecast of future environmental conditions to more accurately gauge the effects of multiple projects.

In accordance with CEQA Guidelines Section 15130(a)(3), a project's contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact. In addition, the lead agency is required to identify facts and analysis supporting its conclusion that the contribution will be rendered less than cumulatively considerable.

CEQA Guidelines Section 15130(b) further provides that the discussion of cumulative impacts reflects "the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone." Rather, the discussion is to "be guided by the standards of practicality and reasonableness and should focus on the cumulative impact to which the identified other projects contribute." CEQA Guidelines Sections 15130(b)(1)(A) and (B) include two methodologies for assessing cumulative impacts. One method is a list of past, present, and probable future projects producing related or cumulative impacts. The other method is a summary of projections contained in an adopted local, regional, or statewide plan, or related planning document that describes or evaluates conditions contributing to the cumulative effect. Such plans may include a general plan, regional transportation plan, or plans for reducing GHG emissions. The methodology used for the Proposed Project is identified within the discussions for the specific resources.

Methodology

The assessment presented below addresses the potential combined effect of the Proposed Project in combination with the Related Projects or in combination with adopted growth projections. Cumulative impacts for each environmental resource are assessed using the following approach:

1. Decide if the Related Projects list or Plans/Projections method is more appropriate for the environmental resource.
2. Identify the study area for the cumulative impact analysis, which may depend on the impact criterion.

3. Determine whether the Related Projects or Plans/Projections growth and development would result in a significant cumulative impact.
4. If a significant cumulative impact results, determine whether the Proposed Project’s contribution to the significant cumulative impact would be less than significant due to implementation of proposed mitigation measures.

The methodology for each resource is identified within the specific discussions below. Cumulative impacts are first determined by assessing whether the Proposed Project combined with the Related Projects could result in a significant cumulative impact. If it is determined that Proposed Project combined with the Related Projects could result in a significant cumulative impact, then the Proposed Project’s incremental contribution is evaluated to determine whether it would be cumulatively considerable. If the combined impact of the Proposed Project with the Related Projects would not be significant, no analysis of the Proposed Project’s incremental contribution is necessary.

Table 5.1 shows the significance of the Proposed Project’s impacts on each environmental topic evaluated in the Draft EIR.

Table 5.1. Impact Summary for Cumulative Analysis

Environmental Topic	Impact?	Potential for Cumulative Impact?
Agricultural and Forestry Resources Land Use and Planning Mineral Resources Population and Housing Public Services Recreation Utilities and Service Systems	None	No
Biological Resources Geology and Soils Hazards and Hazardous Materials Hydrology and Water Quality	Less-Than-Significant with Regulatory Compliance	No – Refer to Chapter 4 Other Environmental Considerations for Additional Analysis of Biological Resources, Geology and Soils, and Hydrology and Water Quality Yes - Hazards and Hazardous Materials is further assessed below due to existing site conditions.
Air Quality Energy Resources Greenhouse Gas Emissions Transportation and Traffic	Less-Than-Significant	Yes – Further Assessed Below
Aesthetics Tribal Cultural Resources	Less-Than-Significant with Mitigation	Yes – Further Assessed Below
Cultural Resources (Historic Resources Only) Noise and Vibration	Significant	Yes – Further Assessed Below

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

Chapter 3.0 Environmental Impacts in this Draft EIR includes a detailed analysis of environmental topics where the Proposed Project would potentially result in a significant impact. Environmental topics where the Proposed Project would not have the potential to cause significant impacts or would have a less-than-significant impact with regulatory compliance are addressed in Section 4.1 Effects Determined Not to Be Significant of this Draft EIR. The cumulative impacts analysis below addresses the same environmental topics that were evaluated in Chapter 3 (i.e., aesthetics, air quality, cultural resources, energy resources, greenhouse gas emissions, hazards and hazardous materials, noise and vibration, and tribal cultural resources). The Draft EIR also includes a detailed assessment of cumulative traffic conditions due to the rapid and ongoing development of the Arts District.

Related Projects

Related Projects that are considered in the cumulative impact analysis are those projects that may occur in the Project Site's vicinity within the same timeframe as the Proposed Project. In this context, "Related Projects" includes past, present, and reasonably probable future projects. Related Projects associated with this growth and located within one mile of the Project Site are depicted graphically in Figure 5.1 and listed in Table 5.2 Related Projects of particular relevance to the Proposed Project are discussed below. In addition, the Rail Yard will host some construction activities related to the Purple Line Extension, such as rail welding operations.

- Emergency Security Operations Center (ESOC) – Metro is designing and building a new ESOC on Metro-owned property in the Arts District located at 410 Center Street. The facility will be four stories and 80,000 square feet. The construction of this building is anticipated to begin in Spring 2019 and finish in Winter 2020.
- Location 64 MOW Building – Metro is constructing a three-story, 86,000-square-foot building to provide a space for repair and maintenance activities for the Red and Purple Line tracks, track signals, subway train control, communication, and fire protection and security systems. In addition to housing the Red and Purple Lines' non-revenue maintenance staff, the new facility will house the Rail Operations – Maintenance of Way Group and a section of Metro's Rails Parts Storage Group. This building is located at 590 South Santa Fe Avenue and is scheduled to be constructed by Spring 2019.
- West Santa Ana Branch (WSAB) Transit Corridor Project – Metro proposes a new 20-mile light rail transit line that would connect downtown Los Angeles to southeast Los Angeles County. Metro is currently completing an Alternatives Analysis to identify the optimal terminus point in downtown Los Angeles. An alternative under study includes a 6th Street Station near the Project Site. WSAB is anticipated to break ground in 2022 and be completed in 2028.

Figure 5.1 Cumulative Impact Study Area



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

Table 5.2. Related Projects

Project Name	Location	Description	Status
Emergency Security Operations Center	410 Center Street	A four-story, 80,000-square-foot Metro facility.	Approved
Location 64 MOW Building	590 South Santa Fe Avenue	A three-story, 86,000-square-foot building to provide a space for repair and maintenance activities for the Red and Purple Line tracks, track signals, subway train control, communication, and fire protection and security systems.	Under Construction
WSAB Transit Corridor Project	Downtown Los Angeles and Southeast Los Angeles County	A new 20-mile light rail transit line.	Proposed
6 th Street Viaduct Replacement	6 th Street between Boyle Avenue and Mateo Street	Redevelopment of the bridge with ten concrete arches which rise and fall through the span of the bridge and a variety of multimodal access.	Under Construction
6 th Street Park, Arts, River and Connectivity Improvements Project	The space will connect Boyle Heights, the Arts District and the Los Angeles River	Community and recreational facilities.	Proposed
LinkUS Through-Tracks	Union Station	New run-through tracks over US -101, reconfiguration of track entry and rail yard. New passenger concourse with retail, food, and other amenities.	Proposed
Eastside Access Improvements: 1st & Central Project	Alpine Street between Hill Street and Main Street; Vignes Street between Main Street and Ramirez Street; Ramirez Street between Vignes Street and Commercial Street; Santa Fe Avenue between Commercial Street and 4th Street	Metro proposes a program of streetscape, pedestrian safety, and bicycle access improvements in a one-mile radius around the Metro Regional Connector Gold Line 1st/Central station. The project will also implement the Santa-Fe Alpine Spine segment of the Connect US Plan. The project includes bike lanes, crosswalks, street trees, and street lighting.	Proposed
High Speed Rail - Los Angeles to Anaheim Project	Union Station and rail tracks east of the Project Site	High speed rail service.	Proposed
LA River Restoration	Los Angeles River	A reimagining of several parts of the Los Angeles River to include open space, play areas, public art, new connections, and development.	Proposed
Spring Street and Main Street Improvements	Spring Street between 1 st and 9 th Streets and Main Street between Cesar Chavez Avenue and 9 th Street	Updated crosswalks and intersections for pedestrians and new protected bike lanes.	Proposed
101 Freeway Cap	U.S. 101 – Four blocks between Grand Avenue and Los Angeles Street	Part of the Park 101 urban design vision to seek rejuvenation with green space.	Proposed
110 S. Boyle	110 South Boyle Avenue	A 14,000-square-foot lot, featuring some combination of affordable housing and retail space.	Proposed

Project Name	Location	Description	Status
1800 E. 7 th	1800 East 7 th Street	125 live-work apartments and 8,000 square feet of ground-floor retail space.	Proposed
2057 E. 7 th	2057 East 7 th Street	A new hotel, as well as event space, a rooftop pool deck, and other ancillary functions within 53,000 square feet of floor space.	Proposed
2110 Bay	2110 Bay Street	A 1.8-acre mixed-use complex. Three-building development featuring 110 live/work units (including 11 restricted affordable units) as well as 113,000 square feet of creative offices and nearly 51,000 square feet of ground-floor shops and restaurants.	Proposed
2143 Violet	2143 Violet Street	A 13-story building featuring 509 live-work units and approximately 288,000 square feet of commercial space.	Proposed
2144 E. Violet Street	2144 E. Violet Street	A 0.54-acre site that would be nine stories and featuring nearly 91,000 square feet of office space, 6,100 square feet of ground-floor commercial space and a 274-car garage.	Proposed
2159 E. Bay Street	2159 East Bay Street	A proposed mid-rise building would feature approximately 222,000 square feet of offices, in addition to commercial space and a 444-car parking garage.	Proposed
222 W. 2 nd	222 West 2 nd Street	A 30-story building featuring 107 condominiums, 534,000 square feet of offices and approximately 7,200 square feet of ground-floor commercial space.	Proposed
330 S. Alameda	330 South Alameda Street	A project consisting of 186 live-work apartments, in addition to 22,000 square feet of retail space and 402 parking spaces.	Proposed
405 S. Hewitt	405 South Hewitt Street	An 11-story, 190-foot tall building that would feature 255,000 square feet of offices above nearly 15,000 square feet of ground-floor commercial space. The project site also includes the 7,800-square-foot museum building.	Proposed
The Terraces	420 East 3 rd Street	Proposed upgrades to "The Terrace" include the conversion of a fifth-floor parking deck and a seventh-floor roof into private open space for tenants and guests.	Proposed
Main Tower	433 South Main Street	A 12-story building featuring 196 studios, one- and two-bedroom dwellings, approximately 6,300 square feet of ground-floor commercial space and underground parking for 167 vehicles and 334 bicycles.	Proposed
440 S. Broadway	440 South Broadway Street	An addition of up to two new floors to an existing parking structure, would allow for expanded commercial uses while still retaining some of the existing 220 parking spaces.	Proposed
4th and Spring	Northwest corner of 4 th Street and Spring Street	An 11-story, 131-foot-tall building that would feature 315 guest rooms with 81 parking spaces, meeting rooms and amenities.	Proposed
508 E 4 th St.	508 East 4 th Street	A seven-story structure featuring 40 units of affordable housing and support services.	Proposed
520 S. Mateo	520 South Mateo Street	A two-acre site, would consist of 600 live-work condominiums and approximately 60,000 square feet of commercial floor area.	Proposed

Project Name	Location	Description	Status
527 S. Colyton St.	527 South Colyton Street	310 residential condominiums, 11,375 square feet of retail space, 11,700 square feet of production space and a 394-car garage.	Proposed
600 S. San Pedro	600 South San Pedro Street	A 19-story, mixed-use building feature 303 residential units and 20,000 square feet of commercial uses.	Proposed
6 th at Central	601 S. Central Avenue	Eight-story mixed-use building features 236 studios, one- and two-bedroom apartments above 12,000 square feet of commercial space.	Proposed
623 5 th Street	609-623 East 5 th Street	A 14-story, 150-unit low-income housing complex.	Proposed
Produce LA	640 Santa Fe Avenue	Approximately 107,000 square feet of leasable space, in addition to ground-floor retail and restaurant uses.	Proposed
641 S. Imperial	641-653 Imperial Street	140 live/work units and approximately 14,700 square feet of ground-floor commercial space with 162 parking spaces on four underground levels.	Proposed
643 N. Spring Street	643 North Spring Street	Mid-rise structure featuring 203 residential units and slightly over 21,000 square feet of ground-level retail space.	Proposed
649 Lofts	Northwest corner of 7 th Street and Wall Street	Seven-story building, with 54 studio apartments and 25,000 square feet of ground-floor commercial space, which will feature a clinic, as well as parking for 25 vehicles.	Proposed
668 S. Alameda	668 South Alameda Street	A seven-story building consisting of 475 live/work units, and 50,000 square feet of ground-floor retail space.	Proposed
670 Mesquit	670 Mesquit Street	A project with approximately 1.8 million square feet of development, including 308 market rate and affordable housing units, a 236-key hotel and approximately 136,000 square feet of commercial space.	Proposed
6AM	6 th Street and Alameda Street	A 14.57 acres mixed-use live/work complex. A 430,000-square-foot hotel, 250,000 square feet of office space, a 29,000-square-foot school, a 23,000-square-foot gallery and 128,000 square feet of shops and restaurants.	Proposed
731 E. 5th Street	731 East 5 th Street	Eight-story building featuring 50 low-income housing units	Proposed
7th & Maple	Corner of 7 th Street and Maple Street	A 33-story building that would feature 452 residential units which includes 19 live/work lofts. There would also be a partial underground garage with 561 vehicle parking.	Proposed
850 N. Mission	850 N. Mission Rd.	Affordable housing on a vacant 50,000-square-foot lot.	Proposed
940 E. 4th Street	940 East 4 th Street	A mixed-use building with 93 live/work units and approximately 20,000 square feet of commercial space.	Proposed
Arts District Center	5 th Street, Colyton Street, and Seaton Street	An approximate one-acre site, featuring a mixed-use development.	Proposed
Beacon Tower	Corner of 4 th Street and Hill Street	33-story tower which would include 428 residential units and approximately 2,900 square feet of ground-floor commercial space.	Proposed
Broadway Mall	440 South Broadway	Current plans for redevelopment is unknown.	Proposed

Project Name	Location	Description	Status
Budokan	229-249 South Los Angeles Street	An approximately one-acre site with 16,000 square feet of open space, a commercial kitchen, a mezzanine with a viewing deck and outdoor children's play area, two community rooms and a rooftop garden space.	Proposed
Challenge Cream and Butter Warehouse	929 East 2 nd Street	Addition of 64,467 square feet to an existing 47,065-square-foot building that includes a food market, cafe, restaurant, retail and other uses.	Proposed
Chinatown Lofts	1101 North Main Street	Six-story, 318-unit building including 18 live/work spaces at ground-level.	Proposed
Chinatown Park	639 North Hill Street	A 0.5-acre green space in addition to the existing Chinatown library.	Proposed
Civic Center Redesign	Civic Center	An attempt to reinvigorate the Civic Center by introducing housing, retail space and a potential hotel.	Proposed
College Station	Spring Street and College Street	Low-rise complex featuring 770 apartments above approximately 51,000 square feet of ground-level commercial space and parking accommodations for 1,179 vehicles and 899 bicycles.	Proposed
East 5th Mixed Use	719 and 823 East 5 th Street	Residential units and ground-floor commercial space.	Proposed
Elysian Park Lofts (Phase 1 & 2)	1030-1380 North Broadway and 1251 North Spring Street	Approximately 920 residential units, including 17 live-work units, approximately 17,941 square feet of retail uses, and approximately 5,465 square feet of leasing offices.	Proposed
Lotus 77	118 Astronaut Ellison S. Onizuka Street	A project with 77 single-level lofts, with a 2,500-square-foot ground floor retail space.	Proposed
First and Broadway Park	1 st Street and Broadway	A park design with mixed hardscape and greenery, with a two-floor restaurant, a beer garden, and photovoltaic structures.	Proposed
FLOR 401 Lofts	Northeast corner of 7 th Street and Wall Street	A six-story building featuring 100 residential units.	Proposed
Flower Market	755 South Wall Street	A redevelopment project of the Downtown Flower Market. Renovation of the northern building would occur, and the southern building would be demolished and replaced with a 15-story mixed-use building.	Proposed
Former Lucia Tower	469 North Grand Avenue	22-stories with 323,661 square feet of space and six levels of underground parking.	Proposed
Grand Avenue Project	1 st Street and Grand Avenue	39-story tower with 113 condos and 323 apartments.	Proposed
Hill and Ord	708 North Hill Street	Seven-story, 250,000-square-foot building with 162 residential units and approximately 5,000 square feet of ground-floor commercial space.	Proposed
LA River Gateway	4 miles between Elysian Hills and 7 th Street	300 acres of open space and 36,620 housing units.	Proposed
Lamp Lodge	656-660 South Stanford Avenue	Redevelopment project which would increase the building size and create 82 units of supportive housing.	Proposed
Little Tokyo Galleria	333 South Alameda Street	994 residential units and 100,000 square feet of commercial space.	Proposed
Maxwell Coffee Factory	405 South Mateo Street	56,635 square feet of leasable office space.	Proposed

Project Name	Location	Description	Status
Medallion 2.0	3 rd Street and Main Street	400 units in four separate 13-story towers.	Proposed
Consolidated Correctional Treatment Facility	429, 433, 441, 506, 510, and 550 East Bauchet Street; 1000 and 1020 North Vignes Street	Maximum of 3,885 beds, as well as other support functions.	Proposed
Merced Theater	301 West Main Street	The projects would feature upgrades including earthquake safety, plumbing and electrical infrastructure. The project upgrades would also include a studio space which would accommodate a 70-person audience.	Proposed
Music Center Plaza	135 North Grand Avenue	The project would feature upgrades in aesthetics, functionality, and double the capacity of the plaza from 2,500 to 5,000.	Proposed
Old Bank District Museum	Corner of 4 th Street and Main Street	To redevelop the Bank House Garage, Hellman Building, and Farmers and Merchants Bank to create a sprawling museum complex.	Proposed
Parker Center Replacement	150 North Los Angeles Street	27-story tower replacing Parker Center and would have 713,000 square feet of office space and 37,000 square feet of retail space.	Proposed
Possible Site Development	Cesar E Chavez Avenue, Spring Street, and Main Street	2-acre vacant parking lot to be developed on with a mixed-used complex.	Proposed
Sears, Roebuck & Co	Olympic Boulevard and Soto Street	23-acre site which would introduce retail, office, and residential space.	Proposed
SP7	Corner of 7 th Street and San Pedro Street	Seven-story building featuring 81 apartments and various residential amenities.	Proposed
Spring and Alpine	Corner of Alpine Street and Spring Street	Seven-story building with 122 residential units above 4,200 square feet of retail and three levels of underground parking.	Proposed
The Industrial	Alameda Street and Industrial Street	Five-story mixed-use building with 346 apartments.	Proposed
Times Mirror Square	202 West 1 st Street	37- and 53-story tower with 1,127 residential units and 34,527 square feet of commercial space.	Proposed
Towne Plaza	785 South Towne Avenue	Converting the upper floors into 60 apartment units.	Proposed
Union Station	Union Station	Upgrade with an above-grade concourse	Proposed
Union Station Esplanade	Union Station	Part of the Union Master Plan and would add a tree-line esplanade, an expanded pedestrian plaza and a new park and civic space.	Proposed
Weingart Center Housing	566 South San Pedro Street	14-story tower and 200 permanent supportive housing units.	Proposed
3 rd and Traction	Corner of 3 rd Street and Traction Avenue	40,000 square feet of combined retail and restaurant space. It would retain four residential live/work units.	Under Construction
419 S. Spring Street	419 South Spring Street	180 guest rooms, as well as 4,200 square feet of restaurant space at the building's ground level.	Under Construction
500 S. Santa Fe	500 South Santa Fe Avenue	100,000 square feet of office space, 199 parking spaces and a rooftop amenity deck.	Under Construction

Project Name	Location	Description	Status
950 E Third	950 East 3 rd Street	Five- and six-story buildings containing 472 studios, one- and two-bedroom apartments and 22,000 square feet of ground-floor commercial space.	Under Construction
AMP Lofts	695 South Santa Fe Avenue	Seven-story building, featuring 320 live-work apartments, approximately 20,000 square feet of ground-floor commercial space and underground parking for 420 vehicles.	Under Construction
HW Hellman Building	125 West 4 th Street	188 live-work apartments above ground-level commercial space and a basement bar.	Under Construction
Capitol Milling Company	1231 North Spring Street	Five-building complex to be converted into creative offices, shops and restaurants.	Under Construction
Ford Factory Building	777 Santa Fe Avenue	254,000 square feet of office space and 60,000 square feet of ground-level retail and restaurant space.	Under Construction
Grant Building	355-361 South Broadway	Office Spaces	Under Construction
Institute of Contemporary Art, Los Angeles (ICA LA)	1717 East 7 th Street	7,000 square feet of exhibition space, a kitchen-cafe and a store.	Under Construction
La Plaza Cultural Village	Broadway and Cesar E Chavez Avenue	Five- and eight-story buildings featuring 355 residential units, 43,000 square feet of ground-floor commercial space and amenities such as a swimming pool and multiple rooftop decks.	Under Construction
Regional Connector – Little Tokyo/Arts District Station	1 st Street and Central Street	Metro Station	Under Construction
Perla on Broadway	400 South Broadway	35-story mixed-use development, 7,000 square feet of ground-level retail and restaurant space.	Under Construction
Patsaouras Plaza Busway Station	Union Station East	New transit busway station/pedestrian bridge for the Metro Silver line and other transit buses operating in the El Monte Busway.	Under Construction
Soho Warehouse	1000 South Santa Fe Avenue	A luxury members-only 70,000-square-foot hotel.	Under Construction
The Walnut	7 th Street and Mill Street	57 live/work apartments above ground-floor commercial space.	Under Construction
Title Insurance Building	433 South Spring St	11-story, approximately 300,000 square feet of creative office space.	Under Construction
Topaz	550 South Main Street	Seven-story building 159 apartments above approximately 23,000 square feet of ground-level commercial space.	Under Construction
Wakaba LA	232 East 2 nd Street	240 residential units and 16,000 square feet of commercial space	Under Construction
117 Winston St.	117 Winston Street	Mixed-Use Residential building	Completed
353 S. Broadway	3535 South Broadway	Six-story office space.	Completed
3 rd and Garey	3 rd Street and Garey Street	Ice Cream Parlor	Completed
420 Boyd St.	420 Boyd Street	Five-story office space.	Completed

Project Name	Location	Description	Status
The Broadway Lofts DTLA	430 South Broadway	Hotel, Bars & Restaurant space	Completed
A+D Museum	900 East 4 th Street	Museum	Completed
Arthouse Lofts	1200 South Santa Fe Avenue	53-unit live-work spaces, 13,000 square feet of ground-floor retail space.	Completed
Arts District Brewing Company	828 Traction Avenue	17,000-square feet brewery business.	Completed
Arts District Park	501 South Hewitt Street	Children's Play Area, Picnic Area	Completed
AT MATEO	Mateo Street and Palmetto Street	130,000 square feet of retail & restaurants, 100,000 square feet of modern creative office, 540 car parking structure	Completed
Ava Little Tokyo	200 South Los Angeles Street	570-unit condominiums, 280-unit apartments and 50,000 square feet of retail space	Completed
Baltimore Hotel	501 South Los Angeles Street	Affordable housing	Completed
King Edward Hotel	713 East 5 th Street	47 unit single-room occupancy hotel	Completed
Leland Hotel	116 East 5 th Street	Affordable Housing	Completed
Chinatown Metro Apartments	808 and 810 North Spring Street	123-units of affordable senior housing	Completed
Coca-Cola Building	963 East 4 th Street	Five-story, 150,000-square-foot office space	Completed
Federal Courthouse	312 North Spring Street	12-story, 600,000-square-foot courthouse	Completed
Gateways Apartments	505 South San Pedro Street	108 low-income housing units	Completed
Grand Park	200 North Grand Avenue	12-acre rejuvenated open park space	Completed
Hall of Justice	211 West Temple Street	Conserved government building in the LA Civic Center	Completed
Hauser, Wirth & Schimmel Gallery	901 East 3 rd Street	100,000 square feet gallery	Completed
Hotel Rosslyn	112 West 5 th Street	264 rooms	Completed
Italian Hall	644 North Main Street	A museum and exhibition within Little Italy.	Completed
Jia Apartments	639 North Broadway	Six-story, luxury apartments.	Completed
LA Historic Park Upgrade	1245 North Spring Street	34-acre park reinvigoration	Completed
Lotus Garden	715 Yale Street	Eight-stories with 60 units.	Completed
Medallion	300 South Main Street	300-unit apartments with a retail and restaurant.	Completed
Metro Bike Hub	Western portion of Union Station	The Metro Bike Hub with 200 bicycle parking available.	Completed
Mikado Hotel	331 ½ East 1 st Street	3 guest rooms, with shared restrooms and 42 micro-suites.	Completed
New Pershing Apartments	108 East 5 th Street	69 units of permanent supportive and affordable housing.	Completed

Project Name	Location	Description	Status
Regent Theater	448 South Main Street	Theater	Completed
ROW DTLA	787 Alameda Street	1,300,000 square feet of office space.	Completed
Santa Cecilia Apartments (Affordable)	117 South Boyle Avenue	Four-story building with 80-unit of affordable housing and 4,000 square feet of ground-floor commercial space.	Completed
Spring Street Park	426 South Spring Street	A park	Completed
Star Apartments	240 East 6 th Street	Six-story building with 102-unit for formerly homeless individuals.	Completed
Vibiana Lofts	222 South Main Street	Eight-story building, 237 apartments above 4,000 square feet of ground-floor commercial space.	Completed

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

- 6th Street Viaduct Replacement Project – The City of Los Angeles is replacing the 6th Street Viaduct over the Los Angeles River to address the former bridge’s structural deterioration. The new viaduct will feature lit arches, protected bike lanes, and wider sidewalks. The project will also provide bike/pedestrian ramps and stairs on both sides of the bridge deck to the recreational and open space below the viaduct that will be included in the Sixth Street PARC project (see below) Construction of the new viaduct has begun and is anticipated to be substantially complete in 2020.
- 6th Street PARC – The 12-acre 6th Street Park, Arts, River and Connectivity Improvements Project is located under and adjacent to the new 6th Street Viaduct. The space will connect Boyle Heights, the Arts District and the Los Angeles River. The proposed project generally includes components noted in the Los Angeles River Revitalization Master Plan. Improvements may include the following: landscaping/planting; irrigation; open spaces; public art; tunnel rehabilitation; a performance area; public gathering/assembly areas; synthetic soccer field(s) and field lighting; basketball or other sports court(s); some perimeter and some field fencing; bicycle path connections; parking spaces; roadway lighting; pedestrian and bicycle path lighting; skateboard park; storm water improvements; utility connections (electrical and plumbing); office/concession/community building(s); dog park and related amenities; playground; safety bollards; equipment and maintenance storage unit; drinking fountains; signage; soccer warm-up and stretching zones; stationary exercise equipment; typical park site furnishings (i.e., benches, tables, bike racks, kiosks, etc.); restrooms; and retaining walls. Terracing may occur on the River channel bank adjacent to the proposed Arts Plaza and/or on the opposite River bank. This project is anticipated to be completed in 2020.
- Link Union Station (Link US) Project – Metro proposes a conversion of Union Station from a dead-end station into a run-through station that would result in increased rail service capacity and improved transit connectivity and pedestrian access. The project would add a new loop for operational flexibility, construct a new passenger concourse with retail amenities for an improved passenger experience, and facilitate one-seat rides to regional destinations.
- Eastside Access Improvements: 1st & Central Project – Metro proposes a program of streetscape, pedestrian safety, and bicycle access improvements in a one-mile radius around the Metro Regional Connector Gold Line 1st/Central station. The project will also implement the Santa-Fe Alpine Spine segment of the Connect US Plan. The project includes bike lanes, crosswalks, street trees, and street lighting.

5.1. AESTHETICS

New development in the Arts District is changing the aesthetic of the neighborhood. The Arts District community has expressed an interest in the propagation of the District's visual character towards the north. The visual character of the neighborhood is best addressed within the cumulative context of Related Projects. The following subsections define the geographic area for the impact analyses.

Scenic Vistas

As explained in Section 3.1 Aesthetics, the Project Site is not within a scenic vista. Views of the Project Site are limited to those from adjacent buildings, and panoramas are not available on the Project Site. Therefore, there is no potential for the Proposed Project to combine with past, present, and reasonably probable future projects to create a cumulative impact.

Scenic Resources within State Scenic Highway Corridors

As explained in Section 3.1 Aesthetics, the Project Site and its surroundings are not within the viewshed of the closest scenic highway (i.e., Arroyo Seco Parkway [State Route 110]). Therefore, there is no potential for the Proposed Project to combine with past, present, and reasonably probable future projects to create a cumulative impact.

Visual Character or Quality

The Proposed Project would introduce a ventilation shaft building at the end of Commercial Street, install landscaped buffers, street lighting, and street trees along Center Street, demolish the National Cold Storage facility, and partially remove the Citizens Warehouse/Lysle Storage Company building. The main views that would change during the Proposed Project's construction and operation would be those from Center Street, the US-101 freeway, 1st Street Bridge, and from the community east of the Los Angeles River. At the same time, Related Projects in the area (in particular, the ESOC Project, the Santa Fe – Alpine Spine Project, and the run-through tracks of the Link US Project) would modify the area's visual character and quality from the three aforementioned vantage points. Therefore, the Proposed Project combined with past, present, and reasonably probable future projects could result in a cumulative impact related to visual character or quality.

The Proposed Project's ventilation shaft building would be consistent with the industrial visual character of its surroundings. With a height of 32 feet the ventilation shaft building would be similar in height to buildings on Commercial Street and Jackson Street, and shorter than the four-story ESOC Project that would obstruct views of the ventilation shaft building from Center Street. Furthermore, due to its rail yard-serving purpose, it would be compatible with the existing Division 20 Rail Yard and the run-through tracks of the Link US Project, which would fork around the ventilation shaft building. Therefore, the proposed ventilation shaft building's incremental contribution to the potentially significant cumulative impact on Center Street and the US-101 freeway is not cumulatively considerable.

The Proposed Project's landscaped buffers, street lighting, and street trees would noticeably change the streetscape of Center Street. These modifications were proposed in consideration of the Santa Fe – Alpine Spine Project, which would, among other actions, install bike lanes and cycle tracks, implement traffic calming improvements, modify sidewalks for accessibility, and introduce new shade trees, ornamental street lights, and continental crosswalks on Center Street. Moreover, the ESOC Project would widen adjacent sidewalks, provide landscaping, and plant trees in the vicinity. As explained in Section 3.1 Aesthetics, these streetscape improvements would soften and enhance the urban environment and increase Center Street appeal to pedestrians and bicyclists. Therefore, there is no potential for the Proposed Project's landscaped buffers, street lighting, and street trees to combine with past, present, and reasonably probable future projects to create a cumulative impact on Center Street.

As mentioned above, the Arts District community has expressed an interest a propagation of the District's visual character towards the north. The flat, concrete walls of the National Cold Storage facility is not characteristic of the Arts District's many brick face buildings. Consequently, its demolition would not hinder the northward visual expansion of the Arts District. Additionally, since the partial removal of the Citizens Warehouse/Lysle Storage Company building would occur on its eastern side (i.e., the side that faces away from the Arts District), it would not contribute to or inhibit the change in visual quality or character of the Arts District. Therefore, there is no potential for these proposed demolitions to combine with past, present, and reasonably probable future projects to create a cumulative impact in the Arts District.

Light and Glare

The Proposed Project, in conjunction with the related Santa Fe – Alpine Spine Project would provide street lighting along Center Street. However, since there is already a moderate level of ambient nighttime light on this street, the additional street lighting would not contrast enough with its surroundings to create a bright point-source of glare. Furthermore, there are no light-sensitive uses in this area and the Proposed Project would not add lighting to Santa Fe Avenue that would affect OSF. Light and glare associated with Related Projects west of Santa Fe Avenue or Center Street would be separated from the Proposed Project by intervening buildings. Therefore, there is no potential for the Proposed Project to combine with past, present, and reasonably probable future projects to create a cumulative impact in the Arts District.

5.2. AIR QUALITY

The following analysis assesses the Proposed Project for potential cumulative long-term air quality impacts in the context of adopted plans and projected growth. California is divided geographically into 15 air basins for the purpose of managing the air resources of the State at a regional level. Each air basin generally has similar meteorological and geographic conditions throughout. Each local district is responsible for preparing the portion of the State Implementation Plan applicable within their boundaries.

The Proposed Project is located in the South Coast Air Basin. As such, the Basin is the appropriate study area for evaluation of cumulative impacts for air quality. The Basin is currently designated as in nonattainment of the federal and State ambient air quality standards for O₃, PM₁₀, and PM_{2.5}. Therefore, there is an ongoing cumulative impact associated with these air pollutants. The potential for the Proposed Project to contribute to a permanent cumulative impact is assessed through consistency with air quality plans.

The SCAQMD has responsibility for managing the Basin's air resources and is responsible for bringing the Basin into attainment for federal and State air quality standards. To achieve this goal, the SCAQMD prepares/updates the Basin's AQMP every four years. The "on-road emissions" AQMP budgets are developed based on the regional planning documents that are prepared by SCAG. The Proposed Project is included in the 2016-2040 RTP/SCS under Project ID 1TL0703. The 2016-2040 RTP/SCS was found by FHWA and FTA to be in conformity with the State Implementation Plan on June 1, 2016.

Per CEQA Guidelines Section 15130 (d), where a project is included in an approved regional plan (among other land use plans) that adequately address the effected resource area, no additional analysis is required. Because the Proposed Project is listed in the region's currently conforming the 2016-2040 RTP/SCS, permanent emissions associated Proposed Project emissions would not be cumulatively considerable.

Short-term construction emissions are typically assessed using the project list approach. Accounting for the existing environmental conditions, SCAQMD promulgated guidance that an individual project can emit allowable quantities of these pollutants without significantly contributing to the cumulative impacts. SCAQMD has indicated that the project-level thresholds may be used as an indicator to determine if project emissions contribute considerably to an existing cumulative impact.¹ Therefore, the Proposed Project would be considered cumulatively considerable if its implementation resulted in daily emissions of VOC, NO_x, PM₁₀, or PM_{2.5} that exceeded applicable SCAQMD mass daily thresholds of significance during construction activities. As discussed in Section 3.2 Air Quality, the Proposed Project would not generate emissions that would exceed the significance thresholds during construction. As the Proposed Project does not exceed any project-specific construction significance thresholds, it would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Therefore, the Proposed Project's incremental contribution to the potentially significant cumulative impact is not cumulatively considerable.

Noxious odors are generally limited to the immediate area surrounding the source. Land use and industrial operations commonly associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Project Site is located within an urbanized, industrial/manufacturing area. However, Metro is not aware of existing noxious

¹SCAQMD, *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution Appendix D: Cumulative Impact Analysis Requirements Pursuant to CEQA*, August 2003.

odors adjacent to the Project Site and noxious odors were not observed during site visits. In addition, trains would be powered by electric propulsion and do not constitute mobile sources of air pollutant emissions. Implementation of the Proposed Project would not generate new stationary or mobile sources of odorous air pollutant emissions, nor move any existing sources of odors closer to sensitive receptors near the Project Site. Therefore, the Proposed Project combined with other past, present, and reasonably probable future projects would not create a significant cumulative impact.

5.3. CULTURAL RESOURCES

Historical Resources

The following analysis assesses the Proposed Project for potential cumulative impacts to historical resources in the context of the related projects. The analysis addresses two types of cumulative impacts: 1) the cumulative impact to an individual resource due to the alterations or changes to that resource potentially caused by the Proposed Project and Related Projects over time, and 2) the cumulative impact due to the progressive loss of individual resources within a community, study area, or historic district. The Proposed Project would result in significant impacts on three historical resources, including alteration of the 1st Street Bridge over the Los Angeles River, demolition of the National Cold Storage facility, and substantial alteration of the still-extant portion of the Citizens Warehouse/Lysle Company Storage building (former additions to the James K. Hill & Sons Pickle Works building). These significant impacts may be cumulative when considering the effects of the Related Projects on cultural resources.

There would be a cumulative effect on the series of concrete arched historic bridges that span across the Los Angeles River in the related project area. The 1st Street Bridge was widened by 26.3 feet in 2011 for the Metro Gold Line Eastside Extension and would be altered again by the Proposed Project. The 6th Street Viaduct Replacement Related Project resulted in the demolition of the 6th Street Viaduct. In addition, the MOW Building 64 Related Project is under construction, and will introduce an 86,000 square foot building near the 4th Street Bridge, altering its setting. The further alteration of the 1st Street Bridge by the Proposed Project would result in a cumulatively considerable contribution to a significant cumulative impact to the concrete arched historic bridges over the Los Angeles River, including the 1st Street, 4th Street, and 6th Street Bridges.

The Citizens Warehouse/Lysle Company Storage Company building is the extant part of the Pickle Works historical resource, which was demolished in 2011 for the Metro Gold Line Eastside Extension. The Proposed Project would further substantially alter the remaining Citizens Warehouse/Lysle Company Storage Company building. The Proposed Project's impact to the Citizens' Warehouse/Lysle Company Storage Company building is significant; therefore, the cumulative impact to this resource is also significant.

None of the Related Projects would affect the National Cold Storage facility. Therefore, the Related Projects would not contribute to a cumulative impact to that resource. However, the Proposed Project would result in the demolition of the National Cold Storage facility, which would be a significant impact.

Regarding the progressive loss of historical resources in the community, new and future development in the Arts District from the many Related Projects in the vicinity of the Project Site is causing the substantial alteration or demolition of historical resources in the Arts District and is substantially altering the setting of those historical resources that remain in the Arts District. The Proposed Project's impact to the 1st Street Bridge, the National Cold Storage facility, and the Citizens Warehouse/Lysle Storage Company building is significant. Therefore, the Proposed Project contributes to the broader cumulative impact related to the loss and alteration of historical resources in the Arts District.

As stated in Section 3.3 Cultural Resources, proposed mitigation measures to reduce Proposed Project impacts on historical resources include design modifications to the 1st Street Bridge, stabilization and partial preservation of the Citizens Warehouse/Lysle Storage Company building, and historical documentation of the National Cold Storage facility. However, the Proposed Project's impact would still be significant on all three historical resources after mitigation. Therefore, the Proposed Project, after mitigation, would result in a cumulatively considerable contribution to significant cumulative impacts to historical resources.

Archaeological Resources

The following analysis assesses the Proposed Project for potential cumulative impacts to archaeological resources in the context of the Related Projects. As discussed in Section 3.3 Cultural Resources, archaeological resources that could be impacted by Project construction activities include potential subsurface archaeological materials that may exist in the vicinity of the Project Site. The cumulative impacts analysis for archaeological resources is based on the cumulative projects list method of cumulative analysis. These projects shown in Figure 5.1 and listed in Table 5.1. are located within and in close proximity to the Proposed Project. Most of the Related Projects are development or transportation projects, whose construction could include excavation that could disturb buried archaeological resources and human remains, if extant. Although much of the Project Site is developed and paved, there is a potential for buried archaeological deposits to exist. The potential for an individual project to impact significant archaeological resources is unknown but it is possible that cumulative growth and development in downtown Los Angeles could have impacts on significant archaeological resources. The Proposed Project combined with past, present, and reasonably probable future projects could contribute to this impact.

However, potential impacts to buried archaeological resources that may be encountered during construction of the Proposed Project would be mitigated to a less-than-significant-level with implementation of mitigation measures. Additionally, the Related Projects may also include mitigation measures that would minimize or reduce potential impacts to a less-than-

significant level. Therefore, the Proposed Project, with mitigation, would not make a cumulatively considerable contribution to significant cumulative impacts to archaeological resources.

Paleontological Resources

The following analysis assesses the Proposed Project for potential cumulative impacts to paleontological resources in the context of the Related Projects. Other Related Projects could require excavation to depths containing fossil bearing sediments and could result in the destruction of fossil resources, a potentially significant impact. All of the Proposed Project footprint has already been disturbed at the surface by past excavations and construction, and much of the subsurface sediments were probably disturbed as well. However, ground-disturbing activities for the Proposed Project may impact sediments up to approximately 25 feet below ground surface within the project limits, and earthwork to these depths could impact paleontologically sensitive geological deposits such as native (i.e., undisturbed) Pleistocene or older sediments.

However, potential impacts to any paleontological resources that may be encountered during construction of the Proposed Project would be mitigated to a less-than-significant-level. Additionally, the Related Projects may also include mitigation measures that would minimize or reduce potential impacts to a less-than-significant level. Therefore, the Proposed Project, after mitigation, would not make a cumulatively considerable contribution to significant cumulative impacts to paleontological resources.

5.4. ENERGY RESOURCES

In 1974, the Legislature adopted the Warren-Alquist State Energy Resources Conservation and Development Act (PRC Section 25000 et seq.). The Act created what is now known as the California Energy Commission and enabled it to adopt building energy standards. At that time, the Legislature found the “rapid rate of growth in demand for electric energy is in part due to wasteful, uneconomic, inefficient, and unnecessary uses of power and a continuation of this trend will result in serious depletion or irreversible commitment of energy, land and water resources, and potential threats to the state’s environmental quality.” The same year that the Legislature adopted the Act, it also added Section 21100(b)(3) to CEQA, requiring environmental impact reports to include “measures to reduce the wasteful, inefficient, and unnecessary consumption of energy.” While California is a leader in energy conservation, the importance of addressing energy impacts has not diminished since 1974. Given the need to avoid the effects of climate change, energy use is an issue that California is addressing. As the California Energy Commission’s 2016 Integrated Energy Policy Report explains, “Energy fuels the economy, but it is also the biggest source of greenhouse gas emissions that lead to climate change. Despite California’s leadership, Californians are experiencing the impacts of climate change including higher temperatures, prolonged drought, and more wildfires. There is an urgent need to reduce GHG emissions and increase the State’s resiliency to climate change.” Therefore, total energy use is considered a statewide impact. Energy consumed by the Proposed Project combined with past, present, and reasonably probable future projects

could contribute to this impact. The following analysis assesses the Proposed Project for potential cumulative impacts to energy resources in the context of Related Projects.

The Proposed Project and Related Projects would combine to utilize regional energy resources for construction activities. As discussed in Section 3.4 Energy Resources, although it is difficult to measure the energy used in the production of construction materials such as asphalt, steel and concrete, it is reasonable to assume that the production of construction materials would employ all reasonable energy conservation practices in the interest of minimizing the cost of doing business. Compliance with Metro policies would result in the use of sustainable materials and recycled content, when feasible, that would reduce energy consumption during construction activities. Furthermore, the Proposed Project would incorporate BMPs outlined in Metro's Green Construction Policy, and sustainable practices for energy efficiency, water efficiency and conservation, material conservation, and resource efficiency would be incorporated into the Proposed Project as outlined in Metro's Sustainability Plan requirement. It is assumed that Related Projects would comply with local, regional, and State requirements to reduce wasteful, inefficient, or unnecessary use of energy resources (e.g., Los Angeles Green Building Code). Construction activities would not result in the wasteful, inefficient, or unnecessary use of energy resources, create energy utility system capacity problems, create problems with the provision of energy services, or result in a significant impact associated with the construction of new energy facilities or the expansion of existing energy facilities. Therefore, the cumulative impact is less than significant.

Operational activity could combine with Related Projects to exceed available energy supplies or require new infrastructure. As discussed in Section 3.4 Energy Resources, it is anticipated that additional electricity use would be less than 0.2 percent of the LADWP total use of 63,014 megawatt-hours per day. The Proposed Project would not place a disproportionate burden on LADWP supply or off-site electrical infrastructure. In addition, the Proposed Project would represent approximately 0.2 percent or less of available natural gas supplies. The Proposed project would not significantly contribute to regional energy use. In addition, the Proposed Project would not require the construction of new energy-related infrastructure off the Project Site.

The Proposed Project would allow Metro to operate the Purple Line Extension at full capacity and improve headways for the Purple and Red Lines. The Purple Line Extension would extend the existing Metro Purple Line heavy rail transit subway from its current terminus at Wilshire/Western Station to a new western terminus near the Veterans Affairs West Los Angeles Medical Center. According to the Record of Decision, the Metro Purple Line Extension, "will reduce congestion by providing reliable, higher speed transit service. During peak periods, rail operating speeds are faster than speeds for a comparable trip by automobile, providing more reliability in travel time variation. The improved convenience of transit improvements in the corridor would encourage use of a public transit alternative that would reduce daily vehicle trips, VMT, and congestion on roadways."² Importantly for regional

²FTA, *Environmental Record of Decision for the Westside Subway Extension*, August 9, 2012.

energy consumption, the Proposed Project would assist in reductions in regional VMT and energy consumption.

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

5.5. GREENHOUSE GAS EMISSIONS

The State of California, through AB 32 and SB 32, has acknowledged that GHG emissions are a statewide impact. Emissions generated by the Proposed Project combined with past, present, and reasonably probable future projects could contribute to this impact. The CEQA Guidelines emphasize that the effects of GHG emissions are cumulative in nature and should be analyzed in the context of CEQA's existing cumulative impacts analysis. The Office of Planning and Research acknowledges that although climate change is cumulative in nature, not every individual project that emits GHGs must necessarily be found to contribute to a significant cumulative impact on the environment. CEQA authorizes reliance on previously approved plans and mitigation programs that have adequately analyzed and mitigated GHG emissions to a less-than-significant level as a means of avoiding or substantially reducing the cumulative impact of a project. The following analysis assesses the Proposed Project for potential cumulative impacts related to greenhouse gas emissions in the context of Related Projects. In particular, this includes the Metro Purple Line Extension.

As discussed in Section 3.5 Greenhouse Gas Emissions, the GHG analysis determined that the Proposed Project would not result in significant impacts and would be consistent with applicable GHG plans, policies, and regulations. Standard construction procedures would be undertaken in accordance with the Metro Green Construction Policy and SCAQMD and CARB regulations applicable to heavy duty construction equipment and diesel haul trucks. Adhering to requirements pertinent to equipment maintenance and inspections standards and emissions standards, as well as diesel fleet requirements related to idling restrictions, would ensure that construction of the Proposed Project would not conflict with GHG emissions reductions efforts. Additionally, Metro selection criteria gives competitive preference to construction products and services that conserve natural resources (e.g., recycled materials).

Indirect GHG emissions during operation of the Proposed Project would result from the increase in provision of energy resources, including electricity, natural gas, and water. GHG emissions are indirectly generated through the production of electricity, the burning of natural gas, and generating the electricity used for conveyance of water throughout the LADWP distribution system. GHG emissions would be primarily be generated through employee trips

and the use of electricity and natural gas. As discussed in Section 3.5 Greenhouse Gas Emissions, the Proposed Project would not generate significant GHG emissions. The Proposed Project would allow Metro to operate the Purple Line Extension at full capacity and improve headways for the Purple and Red Lines. According to the Record of Decision, the Metro Purple Line Extension, “will reduce congestion by providing reliable, higher speed transit service.” Metro has determined that annual regional GHG emissions would be reduced by approximately 33,215 MTCO₂e as a result of the Purple Line Extension. Additionally, existing energy resource consumption at the Project Site currently generates approximately 7,452.3 MTCO₂e annually. As the effects of GHG emissions on regional and global climate change are cumulative in nature, it is appropriate to consider the net change in regional GHG emissions resulting from implementation of the Proposed Project in conjunction with the Purple Line Extension. Ultimately, implementation of the Proposed Project and the Purple Line Extension would reduce regional GHG emissions by approximately 19,959.9 MTCO₂e. The Proposed Project combined with Related Projects would improve Metro Red and Purple Line service thereby promoting decreased vehicles miles traveled. There is no potential for the Proposed Project to interfere with State and regional GHG reduction targets. Therefore, the Proposed Project’s incremental contribution to the potentially significant cumulative impact is not cumulatively considerable.

5.6. HAZARDS AND HAZARDOUS MATERIALS

The following analysis assesses the Proposed Project for potential cumulative impacts related to hazards and hazardous materials in the context of Related Projects.

Significant Hazard to the Public or Environment

Construction

The potential for a cumulative impact would be limited to the Related Projects within 500 feet of the Project Site that may share haul routes with the Proposed Project. As discussed in Section 3.6 Hazards and Hazardous Materials, there are multiple contaminated properties near the Project Site resulting from operations of the former Aliso Street MGP. Additionally, the Project Site is known to contain contaminated soils from two centuries of rail activity, and demolition activities may release asbestos and lead. Therefore, the Proposed Project combined with past, present, and reasonably probable future projects could result in a cumulative impact. Regulatory compliance would ensure that the Proposed Project would not create a significant hazard to the public or the environment. This would also mitigate the Proposed Project's potential to contribute to the cumulative impact. Therefore, the Proposed Project’s incremental contribution to the potentially significant cumulative impact is not cumulatively considerable.

Operations

The potential for a cumulative impact would be limited to hazards and hazardous materials in the areas within 500 feet of the Project Site. The Proposed Project combined with past, present, and reasonably probable future projects would most likely involve the occasional use,

storage, and disposal of hazardous materials that could include limited quantities of vehicle fuels, oils, transmission fluids, paints, solvents, cleaners, and pesticides. Therefore, the Proposed Project combined with past, present, and reasonably probable future projects could result in a potentially significant cumulative impact.

All hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled by staff members with safety training. Therefore, the Proposed Project's is not expected to result in the release of hazardous materials that would affect off-site uses. Consequently, the Proposed Project's incremental contribution to the potentially significant cumulative impact is not cumulatively considerable.

Release of Hazardous Materials from Upset or Accident Conditions

Construction

Construction activities that involve substantial subsurface disturbance may present issues for subterranean utilities or methane under the Project Site. The potential for a cumulative impact would be limited to the Related Projects within 500 feet of the Project Site as upset and accident conditions are site-specific effects. The analysis of the Project Site in Section 3.6 Hazards and Hazardous Materials assessed the potential risk associated with utility relocation and methane. Most of the necessary relocations, modifications, or protective work would be completed prior to the commencement of other construction activities. Nonetheless, there is a low probability that the Proposed Project, and some Related Projects may encounter similar upset or accident conditions, such as explosions, related to utility relocation or methane. Regulatory compliance would ensure that the Proposed Project would not create a significant upset or accidental hazardous condition. Regulations would also minimize the Proposed Project's potential to contribute to the cumulative impact. Therefore, the Proposed Project's incremental contribution to the potentially significant cumulative impact is not cumulatively considerable.

Operations

The analysis of the Project Site in Section 3.6 Hazards and Hazardous Materials assessed the potential risk associated with the occasional use, storage and disposal of hazardous materials. Operations of the Proposed Project would not include the use or storage of chemicals that have the potential to result in an offsite upset or accidental event. Furthermore, as this is a site-specific impact limited to direct disturbance of the Project Site, there is no potential for the Proposed Project to combine with past, present, and reasonably probable future projects to create a cumulative impact.

Hazardous Conditions at a School

Construction

The potential for a cumulative impact during construction would be limited to areas within one-quarter mile of the Project Site. There are three schools within one-quarter mile of the Project Site: 1) Felicitas & Gonzalo Mendez High School, 2) Utah Street Elementary School,

and 3) SCI-Arc. The high school and the elementary school are located across the Los Angeles River, and away from project-related haul routes, and would thus not encounter any project-related hazardous materials. However, SCI-Arc is located near construction activities. Therefore, the Proposed Project combined with past, present, and reasonably probable future projects could result in a potentially significant cumulative impact. Regulatory compliance would ensure that hazardous materials are kept away from SCI-Arc. Therefore, the Proposed Project's incremental contribution to the potentially significant cumulative impact is not cumulatively considerable.

Operations

All hazardous materials would be required to be contained, stored, and used in accordance with manufacturers' instructions and handled by staff members with safety training. Therefore, the Proposed Project's is not expected to result in the release of hazardous materials that would affect off-site uses. Consequently, the Proposed Project's incremental contribution to the potentially significant cumulative impact is not cumulatively considerable.

Safety Hazard near a Public Airport

The Project Site is not located within two miles of a public airport. Therefore, there is no potential for the Proposed Project to combine with past, present, and reasonably probable future projects to create a cumulative impact.

Safety Hazard near a Private Airstrip

The Project Site is not located within two miles of a private airstrip. Therefore, there is no potential for the Proposed Project to combine with past, present, and reasonably probable future projects to create a cumulative impact.

Emergency Plans

As discussed in Section 3.6 Hazards and Hazardous Materials, the emergency/disaster routes nearest to the Project Site are 4th Street, which runs through the Project Site, Alameda Street approximately one-half mile to the west, Soto Street approximately one mile to the east, Cesar Chavez Avenue and US-101 freeway directly adjacent to the northwest, and Interstate 10 approximately one-half mile to the south. The Proposed Project would not require the permanent closure of these streets and would not impede emergency vehicle access to the Project Site or surrounding area. Per State and local regulations, emergency vehicle access would be maintained at all times during construction and operation of the Proposed Project and Related Projects. Therefore, there is no potential for the Proposed Project to combine with past, present, and reasonably probable future projects to create a cumulative impact.

Wildland Fires

As discussed in Section 3.6 Hazards and Hazardous Materials, no portion of the Project Site is within or near a Wildfire Hazard Area. Accordingly, the Project Site and the surrounding

area would not be subject to wildland fires. Therefore, there is no potential for the Proposed Project to combine with past, present, and reasonably probable future projects to create a cumulative impact.

5.7. NOISE AND VIBRATION

Exposure to Excessive Noise Levels

Construction

Noise is, by definition, a localized phenomenon that is significantly reduced in magnitude as distance from the source increases. For construction impacts, only the Project Site's immediate surroundings are included in the cumulative context, as it would be the most vulnerable to construction noise. The Arts District is a rapidly growing area and contains many of the Related Projects. Some of these Related Projects are close to one another, and it can be argued that these projects in combination would create an existing cumulative construction impact in the vicinity of the Project Site.

Construction noise levels depend on the number of pieces and type of equipment, their general condition, the number of times each piece operates per day, the presence or absence of noise-attenuating features such as walls and berms, and the location of the construction activities relative to the sensitive receivers. As discussed in Section 3.7 Noise and Vibration, project-related daytime noise levels would exceed the 70 dBA L_{eq} and 80 dBA L_{max} limits at OSF during all analyzed phases of construction activity and during building demolition at the north end of OSF. Similarly, nighttime noise levels would exceed the limits at OSF. Construction noise levels typically attenuate at a rate such that they would not combine to produce a cumulative noise impact when the development site is 1,000 feet or more away from another construction site. However, this short-term increase in noise levels could occur simultaneously with construction activities, including truck traffic, associated with developments less than 1,000 feet from the Project Site (e.g., ESOC). Therefore, the Proposed Project's incremental contribution to the potentially significant cumulative impact is cumulatively considerable.

Operations

The Proposed Project would not result in significant noise exposure at OSF with mitigation measures. However, the Proposed Project combined with existing Division 20 activities and the passenger and freight rail tracks east of the Rail Yard have the potential for cumulative noise impacts. The geographic extent for cumulative noise impacts includes other planned projects or developments that could affect sensitive receptors affected by the Proposed Project. In this context, Section 3.7 Noise and Vibration identified potentially significant noise levels on the east side of OSF. The analysis includes all future noise sources such as turnback tracks, yard tracks, and storage tracks, track-related wheel squeal, use of horns, TPSS unit, and light maintenance. The analysis also includes existing and future rail activity on the commuter and freight tracks adjacent and east of the Rail Yard that would also affect OSF receptors. The Link US through-tracks is the Related Project with the most potential to affect

cumulative noise levels at the east side of OSF. Other Related Projects are not in the direct line-of-sight of OSF impacts (e.g., projects located within the Arts District) or do not include significant sources of operational noise (e.g., LA River Restoration). Link US proposes to improve rail connectivity by constructing new run-through tracks over the US-101 freeway. Link US would also be constructed to accommodate the California High Speed Rail Project through Union Station. New tracks associated with Link US would connect to existing tracks to the east of OSF. It is not anticipated that Link US would create substantial noise impacts on OSF because of their separation (being approximately 500 feet away or further from each other) and the existing baseline background train noise. In addition, trains adjacent to the Project Site travel at low speeds as they are approaching or departing from Union Station or freight yards. Low train speeds do not typically generate significant noise levels. Therefore, the Proposed Project's incremental contribution to the potentially significant cumulative impact is not cumulatively considerable.

Exposure to Excessive Ground-Borne Vibration

Construction

Construction vibration effects are typically localized and instantaneous events. As shown in Table 3.7-10 in Section 3.7 Noise and Vibration, the theoretical worst-case maximum vibration level for the purposes of determining potential impacts is 75 feet from the equipment. At this distance, a roller would generate 85 VdB at 50 feet. The significance thresholds applicable to the Proposed Project are a maximum vibration level of 72 VdB for Category 2 (residential), 78 VdB for Category 3 (institutional) land uses, and 65 VdB for recording studios. The Proposed Project, in combination with Related Projects, is not considered likely to result in the exposure of on-site or off-site sensitive receivers to excessive vibration due to the localized nature of vibration impacts and the fact that not all construction would occur at the same time and at the same location. Only sensitive receivers located near each construction site would be potentially affected by each activity. For the combined vibration impact from simultaneous construction projects to reach cumulatively significant levels, intense construction from these projects would have to occur simultaneously within 75 feet of any sensitive receiver. The timing and location requirement is not anticipated to occur between Related Projects and the Proposed Project. There is no potential for the Proposed Project to combine with past, present, and reasonably probable future projects to create a cumulative impact.

Operations

Permanent vibration effects are typically localized and instantaneous events. As discussed in Section 3.7 Noise and Vibration, existing vibration is not readily perceptible in the community adjacent to the Project Site and there is no existing cumulative impact. Furthermore, the Proposed Project would not result in a permanent vibration impact. There is no potential for the Proposed Project to combine with past, present, and reasonably probable future projects to create a cumulative impact.

Exposure to Excessive Noise Levels Associated with Public Airports

The potential for a cumulative impact related to excessive public airport noise is site-specific. The nearest public airport is Hawthorne Municipal Airport, located approximately 10 miles southwest of the Project Site. Accordingly, the Proposed Project would not expose people working or residing near the Project Site to excessive noise levels from a public airport or public use airport. There is no potential for the Proposed Project to combine with past, present, and reasonably probable future projects to create a cumulative impact.

Exposure to Excessive Noise Levels Associated with Private Airstrips

The Proposed Project and Related Projects are not within the proximity of a private airstrip. There is no potential for the Proposed Project to combine with past, present, and reasonably probable future projects to create a cumulative impact.

5.8. TRIBAL CULTURAL RESOURCES

As discussed in Section 3.3 Cultural Resources, the Project Site's surroundings are known to have high sensitivity related to archaeological resources. The potential for an individual project to affect significant cultural resources is unknown but it is possible that cumulative growth and development in the Arts District and the rest of downtown Los Angeles could have impacts on significant archaeological resources. The Proposed Project combined with past, present, and reasonably probable future projects could contribute to this impact.

AB 52 requires that a lead agency consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a project prior to the determination of whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. Mitigation measures would ensure compliance with AB 52 by mitigating inadvertent impacts to potential subsurface archaeological deposits or tribal cultural resources, including tribal monitoring during construction activities, and ensuring the appropriate disposition of human remains, if encountered. Therefore, the Proposed Project's incremental contribution to the potentially significant cumulative impact is not cumulatively considerable.

5.9. TRAFFIC AND TRANSPORTATION

Cumulative traffic and transportation projects would be affected by Related Projects. The continued addition of residential development to the Arts District would likely add pressure to the roadway network through new single-occupancy vehicle trips.

Construction

Cumulative traffic conditions during construction could be affected by the temporary addition of trucks and worker vehicles to the roadway network. The Proposed Project contribution to construction-related cumulative traffic impacts is described below.

As discussed in Chapter 4.0 Other Environmental Considerations, it is anticipated that there would be a maximum of 50 truck trips per day during portal widening activities and an average of three truck trips per day throughout the 1st year of construction, followed by a gradual reduction to 25 to 30 truck trips per day. Assuming an eight-hour day, and an even distribution of haul trips, the maximum haul activity would be 12 trucks per hour. Trucks would likely travel between the US-101 freeway and the Project Site via Commercial and Center Streets. One truck every 10 minutes in each direction is not expected to significantly affect operating conditions along Commercial and Center Streets. In addition, it is estimated that there would be approximately 16 peak-hour worker trips per day. The peak-hour trips would be spread throughout the hour resulting in an average of approximately one trip every four minutes, or less than one trip per light cycle.

A detailed traffic study was not conducted for the Proposed Project due to the minimal and temporary peak hour traffic generation. It is acknowledged that the Arts District has congested roadways, especially during peak traffic hours. Both the Related Projects and the Proposed Project itself would add to this congestion during construction periods. The Santa Fe – Alpine Spine Project would necessitate road closures during the addition of cycle tracks and bike lanes. However, it is not expected that these road closures would be long-term; the provision of cycle tracks and bike lanes typically involves very minor surface-level construction activities such as lane striping and curb and bollard installation. It is anticipated that the Proposed Project's construction-related traffic would temporarily add a maximum of 12 truck trips and 16 passenger vehicles to the roadway network. It is not anticipated that this level of activity, spread across hourly traffic light cycles, would contribute to cumulative traffic impacts. In addition, there is ample parking on the Project Site for construction workers and workers would be prohibited from parking on public streets. Therefore, the Proposed Project's incremental contribution to the potentially significant cumulative impact is not cumulatively considerable.

Operations

It is not anticipated that long-term operations of the Proposed Project would generate significant traffic that would contribute to cumulative impacts. There would be approximately 107 additional employees arriving through a combination of single-occupancy vehicles, carpools, and public transit. The majority of these employees would be operating trains during the day. The peak periods typically used to assess potential traffic impacts are from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. During operations, train operators and maintenance workers would arrive and depart the Project Site outside of these hours as the peak traffic hours coincide with peak train activities. Since operations at the new MOW building at 100-120 North Santa Fe Avenue would replace some of the displaced functions of the existing Division 20 Rail Yard, the new building's employees would not generate new trips. In addition, operational activities would not interfere with access or parking associated with businesses on Commercial Street. Furthermore, the Santa Fe – Alpine Spine Project's cycle tracks, bike lanes, and traffic-calming improvements, in combination with the streetscaping activities of the Santa Fe – Alpine Spine Project, the ESOC Project, and the Proposed Project, would encourage active transportation in the vicinity of the Project Site. In addition, various

plans identified in Table 5.1 and a transit station at Sixth Street considered as part of the WSAB Transit Corridor Project would promote alternative modes of transportation in the area. The combined effect of these alternative transportation incentives would offset some of the added single-occupancy vehicle trips. Therefore, the Proposed Project's incremental contribution to the potentially significant cumulative impact is not cumulatively considerable.

6. ALTERNATIVES

6.1. INTRODUCTION

CEQA requires an analysis of alternatives to the Proposed Project to reduce or eliminate significant impacts associated with project development. Section 15126.6(a) of the CEQA Guidelines states:

An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation.

The range of feasible alternatives is selected and discussed in a manner intended to foster meaningful public participation and informed decision making. Among the factors that may be taken into account when addressing the feasibility of alternatives are environmental impacts, site suitability, economic viability, availability of infrastructure, general plan consistency, regulatory limitations, jurisdictional boundaries, and whether the proponent could reasonably acquire, control, or otherwise have access to an alternative site.

An EIR must briefly describe the rationale for selection and rejection of alternatives. The Lead Agency may make an initial determination as to which alternatives are feasible, and, therefore, merit in-depth consideration. Alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the project objectives, are infeasible, or do not avoid any significant environmental effects.

6.2. PROJECT-LEVEL IMPACTS

As addressed in this Draft EIR, the Proposed Project would create significant and unavoidable impacts on the following environmental issue areas:

- **Cultural Resources (Historic Properties):** The Proposed Project would demolish the National Cold Storage facility and modify the Citizens Warehouse/Lysle Storage Company building and the 1st Street Bridge. Both of these buildings are historic properties. Mitigation measures are proposed to address this impact; however, no feasible mitigation measures were identified to reduce the significant impact to a less-than-significant level.
- **Noise and Vibration (Construction):** Noise and vibration generated by construction of the Proposed Project would result in significant impacts to OSF. Mitigation measures are proposed to address this impact. However, no feasible mitigation measures were identified to reduce the significant impact to a less-than-significant level because heavy-duty equipment would be needed for demolition and construction activities within five feet of OSF.

As also described in this Draft EIR, the Proposed Project would create potentially significant impacts, which could be mitigated to less-than-significant levels with implementation of feasible mitigation measures, on the following environmental issue areas:

- **Aesthetics (Construction and Operations):** During construction, if construction-related illumination is not aimed at and positioned close to the area to be illuminated, the increased levels of ambient light due to construction-related lighting could potentially disturb residents at OSF. Implementation of Mitigation Measure **AES-1** would reduce this impact to less than significant. During operations, backlight and uplight from new nearby lighting fixtures could potentially disturb residents at OSF and any other future light-sensitive uses that may occupy the Citizens Warehouse/Lysle Storage Company building. Implementation of Mitigation Measure **AES-2** would reduce this impact to less than significant.
- **Cultural Resources (Construction):** Construction of the Proposed Project has the potential to result in inadvertent impacts to potential archaeological deposits. Mitigation Measure **CR-5** would reduce this impact to less than significant.
- **Noise and Vibration (Operations):** Noise generated by the Proposed Project's operations, particularly noise from wheel squeal and wheel crossings over gaps in standards frogs for yard tracks would cause the two northern sections of the north OSF building to experience significant noise levels. Mitigation Measure **NV-1** would reduce this potential impact to less than significant.
- **Tribal Cultural Resources:** Construction of the Proposed Project has the potential to result in inadvertent impacts to potential Tribal Cultural Resources. Mitigation Measure **TCR-1** would reduce this impact to less than significant.

6.3. PROJECT OBJECTIVES

Per the CEQA Guidelines, the achievement of project objectives should influence the selection of alternatives analyzed in a draft EIR. Specifically, the "range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects." (CEQA Guidelines, Section 15126.6(c)). Given the ongoing Metro Purple Line Extension Project, storage constraints that inhibit fleet expansion, and the absence of a turnback facility, the goal of the Proposed Project is to accommodate the expansion and associated increased ridership of the Metro Red and Purple Lines. The two objectives of the Proposed Project are:

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

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

6.4. ALTERNATIVES TO THE PROPOSED PROJECT

The CEQA statute, the CEQA Guidelines, and related recent court cases do not specify a precise number of alternatives to be evaluated in an EIR. Rather, “the range of alternatives required in an EIR is governed by the rule of reason that sets forth only those alternatives necessary to permit a reasoned choice.” At the same time, CEQA Guidelines Section 15126.6(b) requires that “...the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project” and Section 15126.6(f) requires, “The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project.” Accordingly, alternatives that would not address potentially significant effects are not considered herein. However, the CEQA Guidelines require that a “No Project” alternative must be included and, if appropriate, an alternative site location should be analyzed. Other project alternatives may involve a modification of the proposed land uses, density, or other project elements at the same project location.

Alternatives should be selected on the basis of their ability to attain all or most of the basic objectives of the project, while reducing the project’s significant environmental effects. The CEQA Guidelines state that “...[t]he EIR should briefly describe the rationale for selecting alternatives to be discussed [and]...shall include sufficient information to allow meaningful evaluation, analysis and comparison with the proposed project.” The feasibility of the alternatives is another consideration in the selection of alternatives. The CEQA Guidelines state that “[a]mong the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations [and] jurisdictional boundaries. The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making.” Alternatives that are considered remote or speculative, or whose effects cannot be reasonably predicted, do not require consideration. Therefore, feasibility, the potential to mitigate significant project-related impacts, and reasonably informing the decision-maker are the primary considerations in the selection and evaluation of alternatives.

The existing Rail Yard is constrained by non-Metro rail tracks and the Los Angeles River to the east and the Arts District to the west. There is no available space for growth to the north or south due to existing land use configurations. Construction of the new storage tracks associated with the Proposed Project can only occur adjacent to OSF when accounting for other Project components such as the new turnback facility. No alternative has been identified to avoid the heavy-duty equipment activity that would be required to demolish existing facilities and construction new facilities directly adjacent to OSF. Therefore, there are no feasible alternatives that would substantially reduce or avoid the Proposed Project’s significant and unavoidable noise impact.

On March 23, 2017, an IS/MND was adopted by the Metro Board of Directors for the former Red/Purple Line Core Capacity Improvements Project. On January 19, 2017, a motion by Metro Directors Garcetti, Solis, and Bonin was passed to make Metro’s top priority for

Division 20 to support the Purple Line Extension. The project assessed in the IS/MND does not meet operational requirements (e.g., a fleet consisting only of 6-car trains) for the Purple Line Extension and is not considered a potentially feasible project alternative.

Alternative 1 – No Project Alternative

The No Project Alternative is required by CEQA Guidelines Section 15126.6 (e)(2) and assumes that the Proposed Project would not be implemented. The No Project Alternative allows decision-makers to compare the impacts of approving the Proposed Project with the impacts of not approving the Proposed Project. The No Project Alternative would not include development related to the Proposed Project and the existing Division 20 Rail Yard would not be expanded outside of the existing footprint. Accordingly, the 1st Street Bridge would not be modified, the commercial building at 100-120 North Santa Fe Avenue would not be repurposed for MOW activities, the National Cold Storage facility and the LAPD Viertel's Central Division Police Garage would not be demolished, and the Citizens Warehouse/Lysle Storage Company building would remain intact and no work would be done to preserve its historically significant features. Metro would not be able to operate the Purple Line Extension at optimal headways or support a fleet consisting only of 6-car trains. Metro Red and Purple Line trains would continue to enter the Division 20 Rail Yard through the existing set of switches. In addition, the No Project Alternative would not include streetscape improvements that add to community cohesion. Such improvements associated with the Proposed Project would be similar in character to those to be provided along portions of the east side of Center Street by the Eastside Access 1st & Central Project, which includes bike lanes, crosswalks, street trees, and street lighting, as well as those to be provided by the Metro Emergency Security Operations Center Project, which includes landscape elements and street lighting.

Alternatives 2 And 3 – Track Design Alternatives

Alternatives 2 and 3 are grouped together because they have similar designs and result in similar environmental effects. Table 6.1 summarizes and contrasts the key components and features of these Alternatives. Alternatives 2 and 3 minimize or avoid impacts to the 1st Street Bridge by designing the tracks such that trains would be able to pass under existing arches instead of traversing where the Bridge's bents currently stand. Alternative 2 does not affect any bents and Alternative 3 affects two bents. The Proposed Project affects four bents. No design alternatives have been identified that avoid or minimize impacts to the National Cold Storage facility or the Citizens Warehouse/Lysle Storage Company building.

Table 6.1. Project Alternative Design Features

Alternative	Impacts to 1 st Street Bridge	Storage Yard Access from Existing Yard	Access between North and South Storage Yards	Train Lengths Allowed	Storage Capacity	Points of Failure /a/
Proposed Project	4 bents	Yes	Yes	6 cars	120	Multiple
2	None	Yes	Yes	6 cars	120 cars	1 only
3	2 bents	No	Yes	4 cars	118 cars	Multiple

/a/ Pieces of trackwork or single tracks, that if out of service, would block train access to the Rail Yard. Having multiple points of failure provides redundancy, allowing operations to continue in the case of a failure.
Source: TY Lin, 2018.

6.5. ALTERNATIVES ANALYSIS

Under CEQA Guidelines Section 15126.6(d), each alternative is evaluated in sufficient detail to allow meaningful evaluation, analysis, and comparison with the Proposed Project.

The alternatives analysis addresses the same environmental topics that were evaluated in Chapter 3 (i.e., Aesthetics, Air Quality, Cultural Resources, Energy Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Noise and Vibration, and Tribal Cultural Resources). Potentially significant impacts and the mitigation measures proposed to reduce them to less-than-significant levels are described in Chapter 3 Environmental Impact Analysis, and significant unavoidable impacts are addressed in Section 4.2 Significant and Unavoidable Impacts. Environmental resources to which the Proposed Project would not have the potential to cause significant impacts or would have a less-than-significant impact with regulatory compliance are addressed in Section 4.1 Effects Determined Not to Be Significant. An alternatives analysis is not warranted for environmental resources to which the Proposed Project was determined to not have potential significant impacts.

6.5.1. Analysis of No Project Alternative

Aesthetics

The No Project Alternative would not include physical changes to the Project Site that could affect aesthetics and views. The Project Site would continue to not be part of a scenic vista or within the sightline of a scenic vista. Similar to the Proposed Project, the No Project Alternative would not introduce features that would obstruct or damage scenic resources such as trees, rock outcroppings, and historic buildings within a state scenic highway. Like the Proposed Project, the No Project Alternative would not create impacts on scenic vistas or highways during construction or operations. Unlike the Proposed Project, the No Project Alternative has no potential to cause significant impacts related to construction lighting during construction.

The No Project Alternative would not modify the 1st Street Bridge nor demolish the National Cold Storage facility or the LAPD Viertel’s Central Division Police Garage, and the Citizens Warehouse/Lysle Storage Company building would remain in its existing condition. No

streetscaping activities would occur along Center Street, and no ventilation shaft building would be constructed. Similar to the Proposed Project, the No Project Alternative would not degrade the existing visual character or quality of the Project Site and its surroundings during construction or operations. This impact would be less than what was identified for the Proposed Project, which was determined to be less than significant.

The No Project Alternative would not remove existing nighttime lighting or introduce new nighttime lighting. Glare diffusers would not be affixed to existing nighttime Division 20 Rail Yard lighting. Moreover, no structures would be constructed that could potentially block daylight or cast shadows. Similar to the Proposed Project, the No Project Alternative would not adversely affect day or nighttime views in the area. This impact would be less than what was identified for the Proposed Project, which was determined to be less than significant with mitigation.

Air Quality

The No Project Alternative would not generate construction or operational pollutant emissions. There would be no construction activities and associated direct (e.g., diesel fuel for equipment) and indirect (e.g., electricity for temporary power) emissions. The No Project Alternative would have no impact related to construction emissions. Construction impacts would be less than those of the Proposed Project, which were determined to be less than significant.

A consequence of the No Project Alternative would be that Metro would not be able to operate the Purple Line Extension at optimal headways or support a fleet consisting only of 6-car trains. It is anticipated that improved headways would reduce regional vehicle miles traveled by making the Metro system a more desirable mode of transportation, thereby indirectly reducing passenger vehicle emissions. This benefit would not be realized under the No Build Alternative. Operational impacts would be less than those of the Proposed Project, which were determined to be less than significant.

Cultural Resources

The No Project Alternative would not result in ground disturbance, acquisition, and/or modification of historic properties. Unlike the proposed project, there would be no potential for construction activities to disturb archaeological or paleontological resources. The National Cold Storage facility and the Citizens Warehouse/Lysle Storage Company buildings would not be demolished or modified to support storage tracks. In addition, the 1st Street Bridge piers and superstructure would remain in the existing condition. This impact would be less than what was identified for the Proposed Project, which was determined to be significant and unavoidable.

Energy

The No Project Alternative would not change the existing conditions at the Project Site. There would be no construction activities and associated direct (e.g., diesel fuel for equipment) and indirect (e.g., electricity for temporary power) energy use. The No Project Alternative would have no impact related to construction energy. Construction impacts would be less than those of the Proposed Project, which were determined to be less than significant.

The No Project Alternative would not change existing energy use associated with the Project Site. There would be no changes to electricity use, natural gas consumption, or vehicle fuels. The No Project Alternative would have no impact related to operational energy. Operational impacts would be less than the Proposed Project, which were determined to be less than significant. Importantly, the No Project Alternative would not support improved headways in the Metro transit system. It is anticipated that improved headways would reduce regional vehicle miles traveled by making the Metro system a more desirable mode of transportation, thereby indirectly reducing passenger vehicle fuel use.

Greenhouse Gas Emissions

The No Project Alternative would not generate construction or operational GHG emissions. There would be no construction activities and associated direct (e.g., diesel fuel for equipment) and indirect (e.g., electricity for temporary power) emissions. The No Project Alternative would have no impact related to construction emissions. Construction impacts would be less than those of the Proposed Project, which were determined to be less than significant.

A consequence of the No Project Alternative would be that Metro would not be able to operate the Purple Line Extension at optimal headways or support a fleet consisting only of 6-car trains. It is anticipated that improved headways would reduce regional vehicle miles traveled by making the Metro system a more desirable mode of transportation, thereby indirectly reducing passenger vehicle emissions. This benefit would not be realized under the No Build Alternative. Operational impacts would be less than those of the Proposed Project, which were determined to be less than significant.

Hazards and Hazardous Materials

Unlike the Proposed Project, the No Project Alternative would not have potential to result in an impact related to the emission or handling of hazardous materials. Unlike the Proposed Project, the No Project Alternative would not have potential to disturb contaminated soil or transport contaminated construction materials, including demolition debris, due to construction activities. The Proposed Project has the benefit of removing possibly contaminated soil and building materials from the Project Site, which would not be realized under the No Project Alternative. The No Project Alternative would not change operating conditions at the Project Site and would not create new operational hazards.

The Project Site is within one-quarter mile of SCI-Arc. However, since there would be no construction or operational activities, the No Project Alternative would not result in impacts related to the hazardous emissions or the handling of hazardous materials, substances, or waste, within one-quarter mile of an existing or proposed school.

The No Project Alternative would not require the permanent closure of designated public or private emergency access routes that would impede emergency vehicle access to the project area. Impacts related to emergency access under the No Project Alternative would be less than those of the Proposed Project, which were determined to be less than significant.

The Project Site is not within the proximity of a private airstrip or near a wildland area. Like the Proposed Project, the No Project Alternative would not result in impacts related to airport hazards or wildfires.

Noise and Vibration

The No Project Alternative would not include construction activities. The Project Site would not be disturbed using heavy-duty equipment and there would not be on-road truck trips. There would be no potential for construction noise and vibration impacts to OSF. This impact would be less than what was identified for the Proposed Project, which was determined to be significant and unavoidable.

The No Project Alternative would not physically modify the Project Site. The storage yards would not be constructed adjacent to OSF and increased train activity would not occur on the southern portion of the Project Site. The existing Rail Yard associated with the No Project Alternative would include sufficient space to store additional trains related to the Purple Line Extension. These trains would be stored on the southeastern portion of the Project Site, away from OSF and on the opposite side of the MOW building. Increased train activity would be shielded from OSF by the MOW building and there would be no potential for changes to noise and vibration impacts to OSF. This impact would be less than what was identified for the Proposed Project, which was determined to be less than significant with mitigation.

Tribal Cultural Resources

The No Project Alternative would not result in ground disturbance and there would be no potential Tribal Cultural Resources impacts. This impact would be less than what was identified for the Proposed Project, which was determined to be less than significant with mitigation.

6.5.2. Analysis of Alternatives 2 and 3

Aesthetics

The Project Site is not part of a scenic vista or within the sightline of a scenic vista. Alternatives 2 and 3 would not introduce features that would obstruct or damage scenic resources such as trees, rock outcroppings, and historic buildings within a state scenic

highway. Alternatives 2 and 3 would not create impacts on scenic vistas or highways during construction or operations.

Alternatives 2 and 3 would modify the Citizens Warehouse/Lysle Storage Company building and demolish the National Cold Storage facility and the LAPD Viertel's Central Division Police Garage. They would also modify the streetscape along Center Street and construct a ventilation shaft building. Regarding the 1st Street Bridge, Alternative 2 would not remove any bents and Alternative 3 would remove four bents. The Proposed Project would not affect highly visible fascia girders, light posts, and railings. The removal of the bents is not considered a significant visual impact based on the limited views of the bridge piers, as discussed in Section 3.1 Aesthetics. Moreover, no new visible feature is being proposed that is visually incompatible with the existing bridge. The overall visual effect would be less than the Proposed Project, which would remove four bents.

Alternatives 2 and 3, would remove existing yard lighting and introduce new yard lighting. They would also introduce street lights along Center Street. These modifications could potentially result in significant impacts. Similar to the Proposed Project, impacts associated with Alternatives 2 and 3 would be less than significant with mitigation.

Air Quality

Alternatives 2 and 3 would generate construction and operational pollutant emissions. Construction activities would directly (e.g., through diesel fuel for equipment) and indirectly (e.g., through electricity for temporary power) generate emissions. Regarding construction emissions, the SCAQMD significance thresholds are established in pounds per day of emissions. The various proposed modifications to the 1st Street Bridge would not change the conservative construction scenario involving equipment and trucks that was used to estimate maximum daily construction emissions associated with Alternatives 2 and 3. Daily construction emissions would be similar to those presented in Section 3.2 Air Quality. Alternatives 2 and 3 would not change energy use or daily trips at the Project Site. Similar to the Proposed Project, impacts associated with Alternatives 2 and 3 would be less than significant.

Cultural Resources

Like the Proposed Project, Physical constraints due to track geometry and location necessitate the demolition of the National Cold Storage facility and the modification of the Citizens Warehouse/Lysle Storage Company building under both Alternatives 2 and 3. This would result in a significant and unavoidable impact related to cultural resources. However, Alternatives 2 and 3 would vary in their impacts to the 1st Street Bridge.

By allowing trains to pass under the 1st Street Bridge, Alternative 2 would completely avoid impacts to the 1st Street Bridge. Alternative 3, while still requiring the modification of the 1st Street Bridge, would impact half as many of the Bridge's bents as the Proposed Project would. Therefore, although their effects on the National Cold Storage facility and the Citizens Warehouse/Lysle Storage Company building would be considered significant unavoidable

impacts, Alternatives 2 and 3 would create a lesser impact to cultural resources than the Proposed Project. Alternative 2 would have a lesser impact to cultural resources than Alternative 3.

Energy

Alternatives 2 and 3 would directly (e.g., through combusting diesel fuel for equipment) and indirectly (e.g., through consuming electricity for temporary power) consume energy resources. Daily construction and operational activities would be the same as presented for the Proposed Project in Section 3.4. In addition, operational electricity use, natural gas consumption, and vehicle fuel combustion would be the same as presented for Proposed Project. Similar to the Proposed Project, impacts associated with Alternatives 2 and 3 would be less than significant.

Greenhouse Gas Emissions

Alternatives 2 and 3 would generate construction and operational GHG emissions. Construction activities would directly (e.g., through diesel fuel for equipment) and indirectly (e.g., through electricity for temporary power) generate emissions. The various proposed modifications to the 1st Street Bridge would not change the conservative construction scenario involving equipment and trucks that was used to estimate maximum daily construction emissions associated with Alternatives 2 and 3. Daily construction emissions would be the same as those presented in Section 3.5 Greenhouse Gases. Alternatives 2 and 3 would not change energy use or daily trips at the Project Site. Similar to the Proposed Project, impacts associated with Alternatives 2 and 3 would be less than significant. Alternative 2 would have slightly less potential to reduce GHG emissions as compared to the Proposed Project and Alternative 3, due to the reduction of train-length and slight reduction in number of cars under that alternative.

Hazards and Hazardous Materials

Alternatives 2 and 3 include the same hazardous sites (namely DTSC sites with EnviroStor IDs 60000170, 60000171, 600001890, and 60000172) and hazardous materials (e.g., TPH, ACMs, LBP, universal waste, TWW, and methane) as the Proposed Project. Alternatives 2 and 3 would require the transport and disposal of hazardous waste and contaminated soils during demolition, excavation, and construction. The Alternatives would also require the same types of utility relocations that the Proposed Project requires and be at risk of the same accident or upset conditions. They would also occasionally use, store, and dispose of hazardous materials such as vehicle fuels, oils, solvents, and cleaners during operations. However, regulatory compliance measures would reduce impacts to less-than-significant levels. Similar to the Proposed Project, impacts associated with Alternatives 2 and 3 would be less than significant.

Alternatives 2 and 3 would also be within one-quarter mile of SCI-Arc. As such, these alternatives may result in a significant impact related to the hazardous emissions or the handling of hazardous materials, substances, or waste, within one-quarter mile of an existing or proposed school. However, regulatory compliance measures would reduce impacts to less-

than-significant levels. Similar to the Proposed Project, impacts associated with Alternatives 2 and 3 would be less than significant.

Noise and Vibration

Alternatives 2 and 3 would result in the same construction and operational activities adjacent to OSF as assessed for the Proposed Project in Section 3.7. Heavy-duty equipment would be required to operate directly adjacent to OSF, which would result in significant noise and vibration levels. Operational activities associated with the new storage tracks and increased service at the MOW building would generate significant noise levels that would be mitigated with new frogs. A frog is the crossing point of two rails. Similar to the Proposed Project, Alternatives 2 and 3 would result in significant and unavoidable impacts related to construction noise and vibration and less-than-significant impacts with mitigation for operational noise.

Tribal Cultural Resources

Consultation with the Gabrieleno Band of Mission Indians – Kizh Nation indicates that the Project Site and its vicinity have a high potential to contain buried human remains of Gabrieleno ancestry, and such resources, if present, would be considered a tribal cultural resource. During construction of Alternatives 2 and 3, it is possible that previously unidentified tribal cultural resources may be encountered, disturbed, or damaged. Similar to the Proposed Project, impacts associated with Alternatives 2 and 3 would be less than significant with mitigation.

6.6. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA Guidelines Section 15126.6 requires that an “environmentally superior” alternative be selected among the alternatives that are evaluated in the Draft EIR. In general, the environmentally superior alternative is the alternative that would be expected to generate the fewest adverse impacts. A summary of the impacts of the No Project Alternative (Alternative 1) and Alternatives 2 and 3 relative to the Proposed Project is shown Table 6.2.

The No Project Alternative is considered the environmentally superior alternative because implementation of the Proposed Project would not occur. This would eliminate the significant and unavoidable impacts related to cultural resources (historic properties) and noise and vibration (construction) that would occur under the Proposed Project. However, the No Project Alternative would not achieve any of the project objectives.

If the No Project Alternative is identified as environmentally superior, CEQA requires selection of the “environmentally superior alternative other than the no project alternative” from among the Proposed Project and the other alternatives evaluated in the Draft EIR. Alternative 2 is the environmentally superior alternative because it avoids the cultural resources impact to the 1st Street Bridge. This Alternative would not avoid the construction noise and vibration impacts of the Proposed Project, which would remain significant and unavoidable.

Table 6.2. Comparison of Alternatives to the Proposed Project

Environmental Resource	Proposed Project	Alternative 1	Alternative 2	Alternative 3
Aesthetics	LTS with Mitigation	None	LTS with Mitigation	LTS with Mitigation
Air Quality	LTS	None /a/	LTS	LTS
Cultural Resources	SU	None	None	SU
Energy	LTS	None /a/	LTS	LTS
Greenhouse Gas Emissions	LTS	None /a/	LTS	LTS
Hazards and Hazardous Materials	LTS	None	LTS	LTS
Noise and Vibration	SU (Construction)	None	SU (Construction)	SU (Construction)
Tribal Cultural Resources	LTS with Mitigation	None	LTS with Mitigation	LTS with Mitigation

/a/ Full benefits to this resource from operating the Metro Purple Line Extension at optimal headways would be not be realized under this alternative.

LTS = Less Than Significant; SU = Significant and Unavoidable

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

7. PUBLIC AND AGENCY OUTREACH

7.1. INTRODUCTION AND SUMMARY OF OUTREACH EFFORTS

Metro has initiated a comprehensive outreach program for the Proposed Project. The outreach program is focused on increasing Project awareness and education, disseminating Project information, garnering public input, and supporting the technical and legal environmental processes for the Proposed Project.

Scoping Meetings were a central element in the engagement process. To encourage public involvement, meeting notices were mailed both to key stakeholders and to property owners and occupants within 1,000 feet of the Project Site. Approximately 1,600 notices were distributed via First-Class Mail in addition to 13 e-blast notices to more than 500 e-mail addresses.

Using traditional and innovative outreach methods, the outreach activities conducted during the preparation of this Draft EIR yielded nearly 50 comments. As the Draft EIR was being prepared, outreach efforts targeted a list of stakeholders, which included elected officials, community leaders, and the general public. This chapter, together with the supporting information in Appendix A Scoping Report of this Draft EIR, documents the outreach efforts completed prior to Draft EIR circulation.

7.2. GOVERNMENT AND OTHER AGENCY CONSULTATION

The CEQA Guidelines promote efficient project management and enhanced opportunities for lead agencies to coordinate with other federal, State, local, and tribal government agencies and the public during project development. In accordance with these requirements, the initial NOP went out to approximately 80 agencies. The revised NOP was expanded to include meeting attendees and those that sent in comments, an approximate total of 130 agencies and stakeholders. Appendix A Scoping Report of this Draft EIR includes the complete list of noticed agencies and all responses received by Metro. Outreach also included meetings with the following committees and local councils. A summary of Proposed Project briefings and meetings are listed in Tables 7.1 and 7.2. Additionally, Metro made a concerted effort to provide Proposed Project update presentations and briefings, work with the established local community organizations, promote the scoping meetings, and obtain feedback. Table 7.2 represents these efforts.

Table 7.1. Elected Official Briefings

Elected Office	Date
City of Los Angeles Mayor Garcetti's Office	09/26/17, 12/01/18, 01/12/18
City of Los Angeles Councilmember Huizar's Office (Council District 14)	09/26/17, 12/01/17, 01/12/18, 2/13/18
County of Los Angeles Supervisor Solis' Office (District 1)	09/28/17

Table 7.2. Stakeholder Briefings

Organization	Date
City of Los Angeles Office of Historic Resources (OHR)	10/11/17, 12/21/17
Central City Association (CCA) Transportation, Infrastructure, and Environment Committee	10/12/17
Arts District Los Angeles Business Improvement District (ADLA BID) Board Meeting	10/13/17, 1/12/18
Historic Cultural Neighborhood Council (HCNC): Urban Design and Land Use Committee (LUC)	10/19/17
Little Tokyo Community Council (LTCC)	10/24/17
Metro Technical Advisory Committee (TAC)	11/1/17
Metro Union Station Area Roundtable	11/2/17, 1/18/18
Gabrieleno Band of Mission Indians - Kizh Nation	12/14/17, 1/31/18
Caltrans District 7	12/21/2017
Los Angeles Conservancy	01/26/18, 2/26/18
Los Angeles Cultural Heritage Commission (CHC)	02/02/18, 02/15/18
California Office of Historic Preservation	02/22/18

7.3. TRIBAL CONSULTATION

In compliance with AB 52, Metro consulted with Native American tribes. This process began by contacting the Native American Heritage Commission to request a search of the Sacred Lands File and a list of tribal groups to contact regarding the Proposed Project. The search of the Sacred Lands File by the Native American Heritage indicated the presence of Native American sites in the Project Area. No additional information about the nature or location of the site(s) was provided, but the Native American Heritage recommended contacting the Gabrieleno Band of Mission Indians – Kizh Nation and four other tribes for more information about the sites. Metro sent letters to all five tribes in September 2017. The Gabrieleno Band of Mission Indians – Kizh Nation was the only of the five groups to provide a formal written response, and they requested Native American monitoring during ground-disturbing activities. Initially, the Gabrieleno/Tongva San Gabriel Band of Mission Indians expressed interest in consultation for the Proposed Project via a phone conversation with Metro staff. No further response was received from the Gabrieleno/Tongva San Gabriel Band of Mission Indians, despite follow-up e-mails and an extension of the 30-day response period. Details regarding tribal outreach are provided in Appendix A Scoping Report of this Draft EIR.

7.4. HISTORIC RESOURCES CONSULTATION

Metro consulted with Historic Resources stakeholders. Metro met with the City of Los Angeles Bureau of Engineering (LABOE) on September 20, 2017, to discuss the First Street Bridge and Citizens Warehouse/Lysle Storage Company building (Pickle Works), because those resources were subject to a Memorandum of Agreement (MOA) and a preservation covenant entered into by LABOE. Metro met with the Los Angeles Office of Historic Resources (OHR) on October 11, 2017, to introduce the Proposed Project and its likely effects

on all historical resources in the study area, including those identified by OHR's citywide historic survey, known as SurveyLA. Metro consulted with Caltrans District 7, LABOE, and OHR on December 21, 2017, to discuss the 1st Street Bridge and Citizen's Warehouse (Pickle Works) because of the MOA and preservation covenant. Metro consulted with the Los Angeles Conservancy on January 26, 2018 to introduce the Proposed Project, its likely effects on historical resources, and discuss concerns. Metro consulted with staff of the Cultural Heritage Commission (CHC) during a site visit to the 1st Street Bridge on February 2, 2018, to discuss proposed changes because it is under CHC's jurisdiction as a City of Los Angeles Historic Cultural Monument. Metro made a formal public presentation of the Proposed Project and its potential impacts on the 1st Street Bridge to the CHC on February 15, 2018, to provide information to the commissioners. On February 22, 2018, Metro consulted with the California Office of Historic Preservation, Caltrans District 7, and LABOE, to discuss the Citizens Warehouse/Lysle Storage Company building because of the preservation covenant on that property. In addition, Metro met with the Los Angeles Conservancy and OHR at the Project Site on February 26, 2018 to discuss the National Cold Storage facility and the Citizens Warehouse/Lysle Storage Company building.

7.5. COMMUNITY OUTREACH FOR CEQA SCOPING

7.5.1. Community Notification Tools

A variety of notification tools were used during the scoping phase to reach out to targeted audiences. Outreach methods included:

- Direct mail notification
- E-mail notification
- Newspaper legal notice
- Stakeholder briefings
- Project website
- Project hotline
- Social media – Facebook, Twitter
- Metro's The Source and El Pasajero blogs
- Door-to-door canvassing efforts

This set of notification tools was customized to promote maximum stakeholder participation. A variety of informational documents were made available to the public. These included fact sheets, frequently asked questions, meeting notices, electronic newsletters, and other collateral materials. In addition, a complete set of collaterals were developed and distributed at community meetings and stakeholder briefings, as well as electronically, when requested. These collateral materials were updated throughout the Proposed Project development process. These materials are included in Appendix A Scoping Report of this Draft EIR.

7.5.2. Notice of Preparation (NOP)

In compliance with the CEQA Guidelines Section 15082, a NOP was prepared and distributed on October 18, 2017 to the State Clearinghouse, various public agencies, and the general public for the required 30-day review and comment period, which ended on November 17, 2017. During this time, two open-house format public scoping meetings were held to alert interested parties of the preparation of the Draft EIR and invite public participation in the CEQA scoping process. The scoping meetings were attended by 47 public participants. A revised NOP was then circulated for another 30-day review period from January 3, 2018 to February 2, 2018 to notify interested parties of a revision to the Proposed Project description (i.e., the addition of 100-120 North Santa Fe for maintenance activities). The NOP and associated Scoping Report, including the NOP comment letters received by Metro, are contained in Appendix A. Meetings locations and dates are shown in Table 7.3.

Table 7.3. Public Scoping Meetings

Location	Date	Number of Attendees
Art Share L.A. 801 4 th Pl., Los Angeles, 90013	10/25/17	17
Japanese American Cultural & Community Center (JACCC) 244 S. San Pedro St., Los Angeles, 90012	11/08/17	30

These meetings included a robust public notification effort, including distribution of 1,608 tri-lingual (English, Spanish and Japanese) notices by mail. Metro also prepared and scheduled eight e-blasts that were distributed to a peak total of 504 unique e-mail addresses. In addition, Metro conducted targeted door-to-door outreach within the Little Tokyo/Arts District area to help spread the word about the upcoming meetings to key community stakeholders. Following the scoping meetings, Metro announced the Proposed Project revisions with a release of a revised NOP. This effort included five additional e-blast notices to 520 e-mail addresses to solicit additional comments.

During the scoping period, Metro accepted comments written on comment cards at meetings, via post-mailed letters, and e-mailed comments to the Metro Project Manager. Forty-seven (47) written public comments were received from agencies and the public, including business associations, residents, grassroots organizations, agencies, educational institutions, and local business owners. Of the comments received, 37 were collected during the initial NOP, while 10 were submitted in response to the revised NOP.

Some of the main themes resulting from the comments received were related to:

- Incorporation of a new transit station into the Proposed Project
- Historic resources
- Community effects (e.g., Los Angeles River and business accessibility)
- Construction and operational noise levels

- Construction-related air quality pollutant emissions
- Aesthetics of the Project Site's property line along Center Street

Comments were also received in support of the Proposed Project. Appendix A Scoping Report of this Draft EIR includes the scoping comment log, which lists all comments received during the scoping period.

7.6. ACCOMMODATIONS FOR PERSONS WITH LIMITED ENGLISH PROFICIENCY AND/OR DISABILITIES

Special outreach efforts were made to reach Limited English Proficiency populations and persons with disabilities. Announcements were provided in the Spanish-language *La Opinión* newspaper and the Japanese-language *Rafu Shimpo* newspaper. Collateral pieces such as meeting notices, project fact sheets, and frequently asked questions, were produced in English, Spanish, and Japanese to provide greater accessibility to project information and encourage participation from Spanish and Japanese speaking populations within the greater Project Area. To accommodate persons with disabilities, all venues for public meetings were compliant with the Americans with Disabilities Act.

8. ORGANIZATIONS AND PERSONS CONSULTED

This chapter provides the organizations and persons consulted for the Draft EIR.

8.1. LOS ANGELES COUNTY/CITY OF LOS ANGELES ELECTED OFFICIAL AND STAFF BRIEFINGS

Daniel Rodman, Office of Los Angeles Mayor Eric Garcetti

Chung Leung, Office of Los Angeles Mayor Eric Garcetti

Javier Hernandez, Office of Los Angeles County Supervisor Hilda Solis, Supervisor District 1

Nate Hayward, Office of Los Angeles Council member Jose Huizar, Council District 14

8.2. COMMUNITY STAKEHOLDER BRIEFINGS

Central City Association (CCA) Transportation, Infrastructure, and Environment Committee

Arts District Los Angeles Business Improvement District (ADLA BID) Board Meeting

Historic Cultural Neighborhood Council (HCNC): Urban Design and Land Use

Committee (LUC)

Little Tokyo Community Council (LTCC)

Metro Technical Advisory Committee (TAC)

Metro Union Station Area Roundtable

8.3. NATIVE AMERICAN CONSULTATION

Gabrieleno Band of Mission Indians – Kizh Nation

Andy Salas, Chairman of the Gabrieleno Band of Mission Indians - Kizh Nation

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This chapter provides the lead agency and list of preparers for the Draft EIR.

9.1. LEAD AGENCY

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APPENDIX A

Public Scoping Meeting Report



Division 20 Portal Widening and Turnback Facility

Public Scoping Summary Report

February 2018



Prepared for:



Prepared by:



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Overview

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

- Widening of the heavy rail tunnel south of U.S. Highway 101 (Portal Widening)
- Development of a new, surface-level Turnback Facility in the existing Division 20 Rail Yard
- Reconfiguration of the surface-level rail storage tracks

A Notice of Preparation (NOP) for the Project was released on October 18, 2017 to initiate the environmental review process for the Environmental Impact Report (EIR) (Appendix A). Metro accepted public comments on the NOP for 30 days, from October 18 to November 17, 2017. Additionally, the public scoping Meetings were conducted on October 25 and November 8, 2017 and were attended by 47 participants. The meetings were held at two key local community venues: Art Share L.A. and the Japanese American Cultural & Community Center. The first meeting was held from 6 to 8 p.m. to target the community at large and the second meeting was held from 3 to 5 p.m. to accommodate business owner participation. Both meetings presented identical agenda and presentation information.

Collectively, the meetings received 33 comments with key topics including: rights-of-way (ROW), air quality, accessibility to the LA River, and residential and commercial impacts. Overall, community members expressed support for the Project and expressed interest in future Project developments, specifically the addition of an Arts District rail station at 6th St.

Subsequent to the end of the scoping period, the Proposed Project footprint was expanded to include an additional property at 100-120 North Santa Fe Av, at the owner's request and in-line with Metro's need. This expansion initiated the revision of the NOP. The second or revised NOP outlined this change to the Project and solicited area and agency stakeholders for comment on the acquisition and reuse of this property as part of the proposed Project for analysis in the Draft Environmental Impact Report (DEIR) (Appendix A). As with the first NOP, the revised NOP included a 30-day comment period, which concluded on February 2, 2018. An additional 11 comments were received. At the direction of Metro, Arellano Associates (AA) executed the following outreach activities to engage community members and solicit input.

1. Project Database

The Project database serves as the key resource for public notification of community meetings by means of direct mail, e-blasts, key drop off locations and extended outreach with stakeholders. The database contains key stakeholders, including: agencies, businesses, academic institutions, elected officials, community groups and organizations, tribal contacts, faith-based organizations, emergency responders, utilities, and the interested public. Prior to the scoping meetings, the database contained 577 records with mailing and email addresses. After the scoping meetings and close of the revised NOP comment period, the

database increased to 646 contacts, to include meeting attendees, commenters, and other Project related email contacts.

2. Meeting Notification Efforts

A variety of notification methods were employed to reach out to the public and encourage participation, including print (direct mail and public counter distribution at community organizations) and electronic (e-blasts and social media) meeting notices. The sections below further expand upon each notification method used.

a. Postal Notice

Postal-mail was a primary form of Project meeting notification. The initial NOP for the Project was released on October 18, 2017. This mailing initiated the environmental review process for the EIR. The NOP was post-mailed to 69 agencies (Appendix A). The revised notice was post-mailed to the original NOP list with added scoping meeting attendees and to those that submitted comments.

In conjunction with the release of the Project's initial NOP, AA, the environmental team, and Metro collaborated to produce a postal meeting notice with the purpose of inviting and encouraging the community to attend the scoping meetings. The notice provided a brief description of the Project, the purpose of the scoping meetings, overall benefits, and details on how to provide input during the scoping period. The notice was written in English, Spanish, and Japanese to increase its potential for increasing project awareness and meeting participation.

The meeting notice was designed as an 11" L x 8 ½" W, full-color, tri-fold with the Project's branding. The notice was mailed to both the key stakeholders in the database and property owners or occupants located within 1,000 feet of the Project area. A total of 1,608 notices were mailed for this effort (Appendix B).

b. Print Advertisements

Print advertisements were also instrumental in the release of both NOPs and as invitation in the scoping meeting process. Metro and the environmental team published the NOP on October 18, 2017 in the following five local newspapers:

- *Los Angeles Daily News*
- *Eastside Sun*
- *Downtown News*
- *La Opinión*
- *Rafu Shimpo*

The revised NOP was later released on January 3, 2018. Copies of each advertisement can be found in Appendix C.

c. Social Media Posts

Social media posts were scheduled and posted between October 18 through November 6 in order to give the targeted audiences the most advanced and timely noticing regarding the two scoping meetings

(Appendix D). The posts were published and shared by several Facebook and Twitter users and sparked dialogue among followers. Posts and their results are shown in the Table 1, below.

Table 1: Social Media Posts

Method	Post	Metrics	Timing
Facebook #1	10/18/17	92 likes, 2 comments	Initial Scoping
Twitter #1	10/20/17	4 likes, 4 retweets	
Twitter #2	10/26/17	5 likes, 4 retweets, 1 comment	
Twitter #3	11/03/17	2 likes, 3 retweets	
Twitter #4	11/06/17	4 likes, 4 retweets	
Facebook #2	01/04/18	48 likes, 4 shares, 3 comments	Revised Scoping
Twitter #5	01/04/18	3 likes, 2 retweets	
Twitter #6	01/08/17	9 likes, 5 retweets, 1 comment	
Twitter #7	01/17/18	4 likes, 3 retweets, 1 comment	
Twitter #8	01/29/18	6 likes, 1 retweet	

d. Blog Publications

Metro’s online blog publications, The Source and El Pasajero, the Spanish version, ran Project-related articles on October 18, 2017. The articles provided a brief overview of the Project, benefits resulting from the improvements, and details about the scoping Meetings (Appendix E).

A second round of blog posts were initiated on January 3, 2018 for the Source and January 4, 2018 for El Pasajero (Appendix E). Each post updated readers on the modifications to the Project and alerted them to the additional comment period.

e. Project Website

The Project website was updated to include the latest overview, information about the Public scoping meetings, how to provide a comment during the formal scoping period and, again, for the revised scoping, a link to sign up for future Project updates and meetings, and the presentation from the public meetings (Appendix F).

f. E-Blasts

Metro prepared and scheduled 13 e-blasts that were distributed to the master Project database using MyEmma. The first of eight scoping meeting notification was sent on October 3, 2017 to a total of 473 unique e-mail addresses. The last scoping e-blast was sent on November 17, 2017.

E-blasts were also used to notice stakeholders of the revised NOP and its 2018 comment period. Five notices were distributed during this period, which included one via the Central L.A. Newsletter e-blast list. The following table lists additional details for each e-blast (Appendix G).

Table 2: E-Blasts

E-blast	Date Sent	Timing
#1 – Scoping Meeting Invitation	10/03/17	Pre-Scoping
#2 – NOP Release & 1 st Scoping Meeting Invitation Reminder	10/18/17	
#3 – 2 nd Scoping Meeting Invitation Reminder	10/24/17	
#4 – 3 rd Scoping Meeting Invitation Reminder	11/01/17	Scoping
#5 – 4 th Scoping Meeting Invitation Reminder	11/07/17	
#6 – Thank You	11/13/17	Post Initial Scoping
#7 – Stay Connected	11/15/17	
#8 – Last Day to Comment	11/17/17	
#9 – Revised NOP Request for Input	01/03/18	Revised Scoping
#10 – Metro Planning 101 (via Central LA Newsletter)	01/17/18	
#11 – 1 st Revised NOP Reminder	01/22/18	
#12 – 2 nd Revised NOP Reminder	02/01/18	
#13 – Thank You	02/06/18	

g. Door-to-Door Notification and Extended Outreach

Metro focused targeted door-to-door noticing within the Little Tokyo/Arts District area to help spread the word about upcoming scoping meetings to key community stakeholders (Table 3). As a result, the meeting information was displayed in a number of community websites (Appendix H).

Table 3: Distribution of Scoping Meeting Notices

Business Name	Notes/Comments
One Santa Fe Management	50 notices distributed on 10/19/17
One Santa Fe Retail Tenants	
Cafe Gratitude	1-3 notices distributed for posting on 10/19/17
A Shop Called Quest	1-3 notices distributed for posting on 10/19/17
Grow the Produce Shop	1-3 notices distributed for posting on 10/19/17
Bulletproof Coffee	1-3 notices distributed for posting on 10/19/17
Van Leeuwen Ice Cream	1-3 notices distributed for posting on 10/19/17
Hennessey + Ingalls	1-3 notices distributed for posting on 10/19/17
WITTMORE Arts District	1-3 notices distributed for posting on 10/19/17
Voyager Shop	1-3 notices distributed for posting on 10/19/17
HUE Los Angeles	1-3 notices distributed for posting on 10/19/17
(MALIN+GOETZ)	1-3 notices distributed for posting on 10/19/17
EdiBOL	1-3 notices distributed for posting on 10/19/17
Amazebowls	1-3 notices distributed for posting on 10/19/17
Nailbox	1-3 notices distributed for posting on 10/19/17
Benjamin Salon	1-3 notices distributed for posting on 10/19/17
LAZ Parking	1-3 notices distributed for posting on 10/19/17
Little Tokyo	
Japanese American Cultural & Community Center	50 notices distributed on 10/19/17
Little Tokyo Service Center	50 notices distributed on 10/19/17
Little Tokyo Library	50 notices distributed on 10/19/17
Koban Center	50 notices distributed on 10/19/17

3. Elected Official Staff Briefings

Metro presented the Project to Staff of local elected official offices with interest in the Project area. An initial set of three briefings preceded the scoping meetings, providing Staff an opportunity to learn about

the Project and provide feedback on the Project. The post-scoping briefing reported on final Project messaging and community input. One follow-up briefing occurred during the revised scoping comment period. Metro’s coordination with elected offices are summated in the table below.

Table 4: Elected Briefings

Elected Office	Briefing Date	Timing
Los Angeles City Mayor, Garcetti’s Office	09/26/17	Pre-Scoping
Los Angeles Councilmember Huizar’s Office, CD 14	09/26/17	
Los Angeles County Supervisor, Solis’ Office, District 1	09/28/17	
Los Angeles City Mayor, Garcetti’s Office	12/01/17	Post Initial Scoping
Los Angeles Councilmember Huizar’s Office, CD 14	12/01/17	
Los Angeles Councilmember Huizar’s Office, CD 14	01/12/18	Revised Scoping

4. Stakeholder Briefings and Technical Advisory Committee Meetings

Metro made a concerted effort to provide Project update presentations and briefings, working with the established local community organizations, to promote the scoping meetings and obtain feedback. The following table represents these efforts.

Table 5: Stakeholder Briefings

Organization	Date	Timing
Central City Association (CCA) Transportation, Infrastructure, and Environment Committee	10/12/17	Pre-Scoping
Arts District Los Angeles Business Improvement District Board Meeting (ADLA)	10/13/17	
Historic Cultural Neighborhood Council (HCNC) Urban: Design and Land Use Committee (LUC)	10/19/17	
Little Tokyo Community Council	10/24/17	
Metro Technical Advisory Committee (TAC)	11/01/17	Post Initial Scoping
Metro's Union Station Area Roundtable	11/02/17	
Gabrieleño Band of Mission Indians - Kizh Nation: Tribal consultation	12/14/17	
Arts District Los Angeles Business Improvement District (ADLA BID)	01/12/18	Revised Scoping
Metro's Union Station Area Roundtable	01/18/18	
LA Conservancy	01/26/18	

Gabrieleño Band of Mission Indians - Kizh Nation: Tribal consultation	01/31/18	
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5. Overview of Scoping Meetings

The two scoping meetings were held on Wednesday, October 25, 2017 at Art Share L.A., located at 801 4th Pl, Los Angeles, CA 90013, and Wednesday, November 8, 2017 at the Japanese American Cultural & Community Center (JACCC), 244 South San Pedro St Los Angeles, CA 90012. These venues are well known to the target audience, serving as community hubs and gather places for the nearby neighborhoods. As previously noted, the first meeting was held from 6 to 8 pm to target the community-at-large, while the second meeting was held from 3 to 5 p.m. to accommodate local business owners, thereby giving the local community a variety of time options to attend at their convenience.

Meeting participants received a packet of tri-lingual (English, Japanese, and Spanish) materials, which included an agenda, Project fact sheet, comment card, and FAQ. All meeting handouts are included in this report (Appendix I). During the meetings, participants had the opportunity to walk throughout the room, view the exhibit boards, and ask questions and/or provide input to the Project team. Exhibit boards and the meeting presentation are also included in this report (Appendix J).

A total of 47 participants signed-in and four comment cards were submitted during the scoping meetings (Appendix K).

The meetings opened with a “meet and greet”, followed by a presentation and ended with an open house session.

Mr. Michael Cortez, Metro Community Relations Manager, led the presentation including the welcome and introductions of the Project team and Project background. Mr. Cortez introduced Ms. Andrina Dominguez, Metro Environmental Specialist, who provided an overview of the Project description, review of the scoping process, and an introduction to the California Environmental Quality Act (CEQA). Mr. David Mieger, Metro Senior Executive Officer, provided more technical details, including the configuration of the Project area and the goal to accommodate the needs of the Metro Purple and Red Lines. Mr. Cortez finalized the presentation with information on how to provide formal comments, the next steps for the Project, and the anticipated timeline.

The tables below list all public participants per meeting, which include elected representatives, stakeholders and individual residents.

Table 6: Metro Division 20 Scoping Meeting #1 Attendees

Scoping Meeting #1		
Organization	First Name	Last Name
Arts District Los Angeles Business Improvement District Board Meeting (ADLA)	Miguel	Vargas
City of Los Angeles, Office of Mayor Garcetti	Chun	Leung
Cordoba Corporation	Conrado	Ayala

Fixing Angelenos Stuck in Traffic (F.A.S.T.)	Hilary	Norton
Interested Party	Dori	Keller
Interested Party	Greg	Kyle
Interested Party	Lauren	Phillips
Interested Party	Michael	Stein
Interested Party	Todd	Nguyen
Kimley-Horn	Edgar	Torres
Los Angeles County Business Federation (Biz Fed)	Jerard	Wright
M Strategic Communications	Rebecca	Morales
Office of LA City Councilmember Paul Krekorian, District 2	Doug	Mensman
Office of Los Angeles City Councilman Jose Huizar, District 14	Ari	Simon
Office of Los Angeles City Councilman Jose Huizar, District 14	Megan	Teramoto
Office of Los Angeles County Supervisor Hilda Solis, District 1	Javier	Hernandez
Shimoda Design Group	Chris	Carlton

Table 7: Metro Division 20 Scoping Meeting #2 Attendees

Scoping Meeting #2		
Organization	First Name	Last Name
AECOM	Chris	Mockus
Arcadis	Mostafa	Sobaih
Boulevard Partners	Teddy	Stutz
California High-Speed Rail Authority	Patricia	Watkins
CREED LA	Jeff	Modrzejewski
Federal Transit Administration (FTA)	Charlene	Lee Lorenzo
Fixing Angelinos Stuck in Traffic (F.A.S.T.)	Hilary	Norton
Historic Cultural Neighborhood Council (HCNC)	Alan	Kumamoto
Interested Party	Bobby	Garza
Interested Party	Chris	Pearson

Interested Party	James	Okazaki
Interested Party	Jose	Pina
Interested Party	Sonia	E. Meintosh
Interested Party (previous LA City Council, 4th District)	Tom	LaBonge
Japanese Chamber of Commerce of Southern California	Kitty	Sankey
JKH Consulting	Jamarah	Hayner
Kimley-Horn	Robert	Blume
Kumamoto Associates	Joanne	Kumamoto
Little Tokyo Service Center	Bill	Watanabe
M Strategic Communications	Chris	Modrzejewski
M Strategic Communications	Rebecca	Morales
Northwestern Mutual	Joel	Wynton
Office of LA City Councilmember Paul Krekorian, District 2	Doug	Mensman
Office of Los Angeles City Councilman Jose Huizar, District 14	Megan	Teramoto
Office of Los Angeles City Councilman Jose Huizar, District 14	Nate	Hayward
Rancho Cold Storage	Frank	H. Gallo
Southern California Institute of Architecture	Paul	Holliday
Walsh Construction	Darrell	E. Waters
Walsh Construction	Lonnie	Rejda
Warner Music Group	Teddye	Sluyter Coak



Image 1: Arts District, Artshare L.A.

Image 2: Little Tokyo, Japanese American Cultural & Community Center (JACCC)

6. Scoping Comments

This section summarizes the key issues raised during the scoping period. A total of 48 unique written comments were submitted to the Project team. Of the comments 37 were received during the initial scoping comment period with an additional 11 received after the revised NOP. Most comments received were submitted via email with many resubmitted via postal mail. Two additional letters were delivered by mail, and four comment cards were submitted during the scoping meetings.

All comments and comment correspondence were recorded and saved into the Division 20 Comment Log & Issues Matrix in Smartsheet. This shareable, online format provided easy reference and accounting for all received comments. Appendix L provides copy of the Smartsheet log and all written comments submitted during the scoping period.

a. Summary of Agency and Special District Comments

The following is a summarized list of comment issues received from agencies and special districts, written, separated by topic. Agency and special district comments primarily focus on interagency coordination, accessing the Project’s real traffic impacts, mitigate potential safety issues, comply with protocols of environmental law (with respect to air), and general concern for cultural resources . A total of 20 unique comment issues were received from the five agencies listed below, and topics of the comments are summarized in Table 8 (below). Two expressed support for the Project’s improvements to the regional transportation network. No additional agency or special district comment issues were raised in response to the revised NOP.

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

Table 8: Agency and Special District Comment Issues

Comment Issues	# of Comment Issues Received	
Transportation/Traffic	9	
Air Quality	6	
Cultural Resources	5	
Total	20	

- Caltrans – Recommended traffic study methodology, recommended Lead Agency study traffic impacts on US Highway 101 and, if needed, perform a queuing analysis for off-ramps if construction trips may cause a potential back-up to the mainline.
- Caltrans – Recommended truck/traffic construction management plan if truck traffic is expected to cause delays to US Highway 101.
- Caltrans – Recommended Lead Agency determine traffic volume counts and AM and PM peak-hour volumes.
- Caltrans – Recommended Lead Agency determine level of service (LOS) before and during construction.
- Caltrans – Recommended Lead Agency engage in a construction/operation traffic discussion to assess traffic turning movements, traffic flow, impacts and mitigation efforts.
- CHSRA – Commented that the Project will provide the additional capacity needed to meet future travel demand on the heavily utilize rail lines (Red/Purple Lines) and help to prepare Los Angeles for hosting the Olympic Games in 2028.
- SCRRA – Expressed concern for the existing fence, which separates the Metrolink ROW and the Metro Red/Purple Line maintenance facility. If the fence should require removal for construction purposes or any construction activates foul the Metrolink tracks, a railroad flagperson and temporary encroachment Right-of-Entry agreement would be required.
- SCRRA – The tunnel widening portion of the Project requires close coordination between Metro Regional Rail and SCRRA in order to mitigate impacts to design and construction of the Link US run through tracks project, since the tunnel widening is in direct conflict with the placement of support infrastructure for the run through track bridge in the area around Commercial Street.

Air Quality

- SCAQMD – Lead Agency should use CEQA Air Quality Handbook as guidance when preparing its air quality analysis. Recommended quantifying criteria pollutant emissions and compare the results to the recommended regional significance thresholds and calculating localized air quality impacts and comparing the results to localized significance thresholds.
- SCAQMD – Recommended that the Lead Agency use the new CalEEMod land use emissions software to estimate pollutant emissions, rather than the outdated URBEMIS.
- SCAQMD – Requested that the Lead Agency quantify criteria pollutant emissions and compare results with regional pollutant significant thresholds to determine the level of air quality impacts.
- SCAQMD – Recommended calculating localized air quality impacts and comparing results to localized significance thresholds (LSTs).
- SCAQMD – Recommended that the Lead Agency should identify any potential adverse air quality impacts that could occur from construction and operations during all phases of the Project.
- SCAQMD – Recommended performing a mobile source health risk assessment if the Proposed Project generates or attracts vehicular trips, especially heavy-duty diesel fueled vehicles. A permit may be required if the Project includes equipment that generates or controls air contaminants.

Cultural Resources

- NAHC – Recommended that lead agencies consult with all California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed Project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources.
- NAHC – Recommended contacting the appropriate regional California Historical Research Information System (CHRIS) center for an archeological records search.
- NAHC – Reminded that a professional report detailing findings and recommendations of the records search and field survey would be required in the event that an archeological inventory survey is required.
- NAHC – Commented that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. Warned that a search of the list is not a substitute for tribe consultation.
- NAHC – Noted that lack of surface evidence of archeological resources does not preclude their subsurface existence.

b. Summary of Public Comments

From the release of the NOP on October 18th to the close of the scoping period on November 17th, public comments were collected from private citizens and community stakeholder groups. Scoping meeting participants had the opportunity to provide input during the open house sessions, via comment card at each of the public meetings. All interested parties were also able to provide comments via email or mail. In the end, many community members expressed conditional support for the Project with a strong interest in future Project developments, specifically the inclusion of an Arts District 6th St rail station.

Many of the comment issues received during the revised scoping period reiterated comments and sentiment, which had been submitted in the initial comment period. Additional comment issues presented after the revised NOP included a call for construction impacts funds, concern for the revised scopes impact on alternatives for the West Santa Ana Branch (WSAB) project, and interest in the incorporation of a Red Line station at 1st St.

The following is a summation of the range of comment issues presented throughout the process. Copies of each comment submission can be found in the DEIR in Appendix A.

Support

- I'm truly thankful that Metro is preparing to improve operational efficiency for the Red/Purple Lines.
- Thank you Metro for revising the Project to accommodate for the future development of a revenue station at 6th Street.
- We believe that the Project can significantly improve the transit experience in Downtown and beyond.
- Conditional support offered by many, provided Metro expand the Project to include a 6th Street Station.

[Additional Issues resulting from the Revised NOP](#)

- Absolute support for making Metro (rail) more efficient and faster, including new run times and preparations for the Purple Line extension.
- Interest in more projects, which enhance Metro's overall service.

General

- Concern that the Project fails to acknowledge the impacts to the surrounding community and growing need in the Arts District for access to public transportation.
- Concern noted that the Project expense will be passed along to Metro riders via fare increases.
- General unhappiness expressed for the excessive development in the area (specifically the Maintenance of Way 20) and the lack of affordability.
- Clarification requested for the anticipated health impacts to the community.
- Request for more information on the proposed footprint of the storage tracks; will there be any narrowing of streets or removal of sidewalks, particularly on Jackson Street.
- Request to include all active and pending area projects in the EIR cumulative impacts analysis, specifically including the West Santa Ana Branch, California High-Speed Rail and the Metro ESOC projects.

Additional Issues resulting from the Revised NOP

- Concern the Project will hinder revitalization efforts and future development along the L.A. River and the potential tax revenues for the city.
- Request to thoroughly mitigate construction impacts, including the initiation of a Project Development Fund for small businesses and institutions.

Transportation/Traffic

- Request that Project development activities be limited to the property parcel lines to minimize the traffic impact to nearby establishments.
- Request no street closures on Center and Ducommun Streets during construction due to daily delivery/ pick-up by large freight trucks on Upper Crust's property.
- Request details on potential street closures, specifically during normal business hours.
- Request notice of potential 101 Highway on- and off-ramp closures and the resulting detours, specifically that of Vignes Street.
- Request for clarification on the intended use of a triangular parcel off of Commercial Street (i.e. will it remain vacant, be used for parking, etc.); Interest in using the space as a dedication to the ROW, widening the street to accommodate large truck traffic
- Concern that the Project will eliminate/decimate the potential adaptive reuse of the main north-south arteries in the Arts District, which connect Union Station and the adjacent neighborhoods of China Town, Solano Canyon, and Victor Heights.
- Concern expressed that Project fails to address impacts on the community and the growing demand for transit options in the Arts District.

- Inaction to provide a local station (or two) in the Arts District will result in increased daily trips by cars due to the ongoing commercial and residential development.
- Suggestion to locate WSAB LRT on the east side of Center Street and pop-up within the Metro ROW north of Temple Street. This would avoid negative traffic and construction impacts on Vignes and Center Streets and in Little Tokyo and the Arts District.
- It makes no sense to have no passenger service south of Union Station, despite numerous tracks.
- It makes no sense to invest in infrastructure improvements without including practical use for riders from NoHo to the VA.

[Additional Issues resulting from the Revised NOP](#)

- Concern shared that the change in scope and acquisition of 100-120 N Santa Fe may impact the potential for an alternative WSAB route, which would avoid the Vignes route and impacts it may impose to community legacy businesses and temple.
- One reconsideration for the prior recommendation to realign Center St. to allow for the WSAB project, due to impacts on local jobs.
- Support expressed for the extension of the Purple Line to Boyle Heights (at Soto/Olympic, site of the old Sears).

Land Use

- Failure to take a more holistic approach to planning in the Arts District could have a chilling effect on the future of development and growth, especially considering the population projections for 2040 and the draw of other revitalization projects along the LA River.
- Inaction to provide a local station will result in increased parking demand due to the ongoing commercial and residential development. This in turn will lead to ineffective use of land, a less walkable community and more expensive rent.
- Interest expressed for more natural open space with wildlife, grass and trees near the LA River.
- Concern for the Project's impact on access to the LA River at the 1st Street Bridge.
- Concern shared for the potential loss of street parking.
- Concern raised that the expansion along Center Street will set-back the clock to a time when the area was considered a derelict industrial area.
- In spite of the need and value of the Purple Line to the City of Los Angeles, concern expressed that the expansion of the use is a great destruction of the area and compounding of an original mistake.

[Additional Issues resulting from the Revised NOP](#)

- Request for clarification on and on-going reports as to impacts resulting from Metro's acquisition of the 100-120 N Santa Fe property.
- Recommendation to install a sidewalk on the east side of the street next to the newly proposed building.

Aesthetics

- Concern shared for the expansion of the open-air rail facility, which will create a significant harsh and uninviting barrier between the growing Downtown Arts District and the Los Angeles River.
- The expansion of the existing rail yard is not a design choice worthy of a 21st century global city, nor is it aligned with the goals of creating an accessible, beautiful and welcoming LA River.
- Interest expressed for the final look and use of the areas surrounding the Project site and the potential for park space or landscaping/beatification

Noise

- Concern expressed for the expansion of the open-air facility, which will increase operational noise for neighboring communities.
- Concern for use of heavy, noisy equipment and any resulting ground vibrations, specifically those that may impact legacy businesses within the area.

Air Quality

- Concern for impacts to air quality during and after construction, notably exhaust from idling rail cars or construction vehicles.

Cultural Resources

- Concern expressed for use/loss of historic buildings.

Greenhouse Gas Emissions

- Support expressed for the haul route proposal during construction so as to avoid Jackson, Temple and 1st Sts once construction begins.

Project Scope

- Many highly recommended that Metro accelerate planning for the Arts District Red/Purple Lines 6th Street Station by introducing it into the Division 20 Project's scope of work. It was recommended that the station should be added to the next draft of the Short-Range Transportation Plan (SRTP) and to the Long Range Transportation Plan (LRTP). The following station benefits and comments were expressed:
 - Concern that Metro has no explicit planning for an Arts District station at 6th Street; this station cannot simply become a "nice to have" amenity.
 - Incentivizes Smart Growth for commercial and residential development while reducing auto dependence, air pollution and greenhouse gas emissions.
 - Provides for good paying, local job opportunities in the development/construction industries.

- Provides commute access to other areas of Los Angeles for residents of Boyle Heights and other nearby communities.
- Reduces operational noise and visual blight.
- Reduces auto traffic and parking demand by way of an increased use of public transit.
- Increase revenue for Metro.
- Improves mobility choices, providing future residents with better access to transit, bike and pedestrian-friendly environments to commute to jobs, schools, shopping and entertainment options.
- Connects the growing community to the regional transportation system through Union Station.
- Concurrent projects with improvements to the bike network in the Los Angeles River and streets provide an optimal time to connect with a new station.
- Reliable subway service is a must and existing infrastructure already exists.
- Promotes Metro's goals of sustainability and increasing ridership.
- Provides cost efficient solution, since the Red/Purple Line tracks already exist and Metro studies approximate the cost of a new revenue station at around \$90 million.
- Leverage the community momentum and utilize the Enhanced Infrastructure Financing Districts (EIFD) to develop a creative financing solution for the station.
- Provide a simple, functional station; the area doesn't need a sophisticated station, like Universal City.
- Station supports progressive infill development and Mayor's goal for housing targets
- Interest expressed for another station in the Art's District, just beyond the Project area.
- Strongly recommended to analyze opportunities for Transit Oriented Development (TOD) on-site and above the Project area for a completely urban center within close proximity to transportation, jobs, homes, commercial development and cultural and educational institutions. If Metro retained the air-rights or land, the TOD could subsidize Metro's operation and continue to bolster ridership.
 - Homeland security concerns are not a valid excuse to prevent the TOD concept, because the site is not unique thus will not attract disproportionate attention as compared to other Metro sites. Metro has also successfully argued against these concerns when raised by the Beverly Hills Unified School District lawsuit of the Purple Line.

[Additional Issue resulting from the Revised NOP](#)

- Request the Project designs allow for potential construction of a Red Line station at 1st St, which may one day support the Red and Gold Lines, Metrolink and Amtrak.

7. Next Steps

The comments received during this scoping period are being reviewed by Metro and will be considered as part of the Project's development. All comments and Metro's responses will be included in the DEIR, which is anticipated to be released in spring 2018. Metro will continue coordinating with local stakeholders, elected office staff, and Project partners as the technical studies are prepared.



Division 20 Portal Widening and Turnback Facility

APPENDICES



Division 20 Portal Widening and Turnback Facility

Appendix A

Notice of Preparation (NOP)

Appendix A.1
NOP

Appendix A.2
Revised NOP

Appendix A.3
NOP List

Appendix A.1

NOP



Metro

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE: October 18, 2017

TO: Agencies, Organizations, and Interested Parties

SUBJECT: Notice of Preparation (NOP) of a Draft Environmental Impact Report

PROJECT TITLE: Division 20 Portal Widening/Turnback Facility

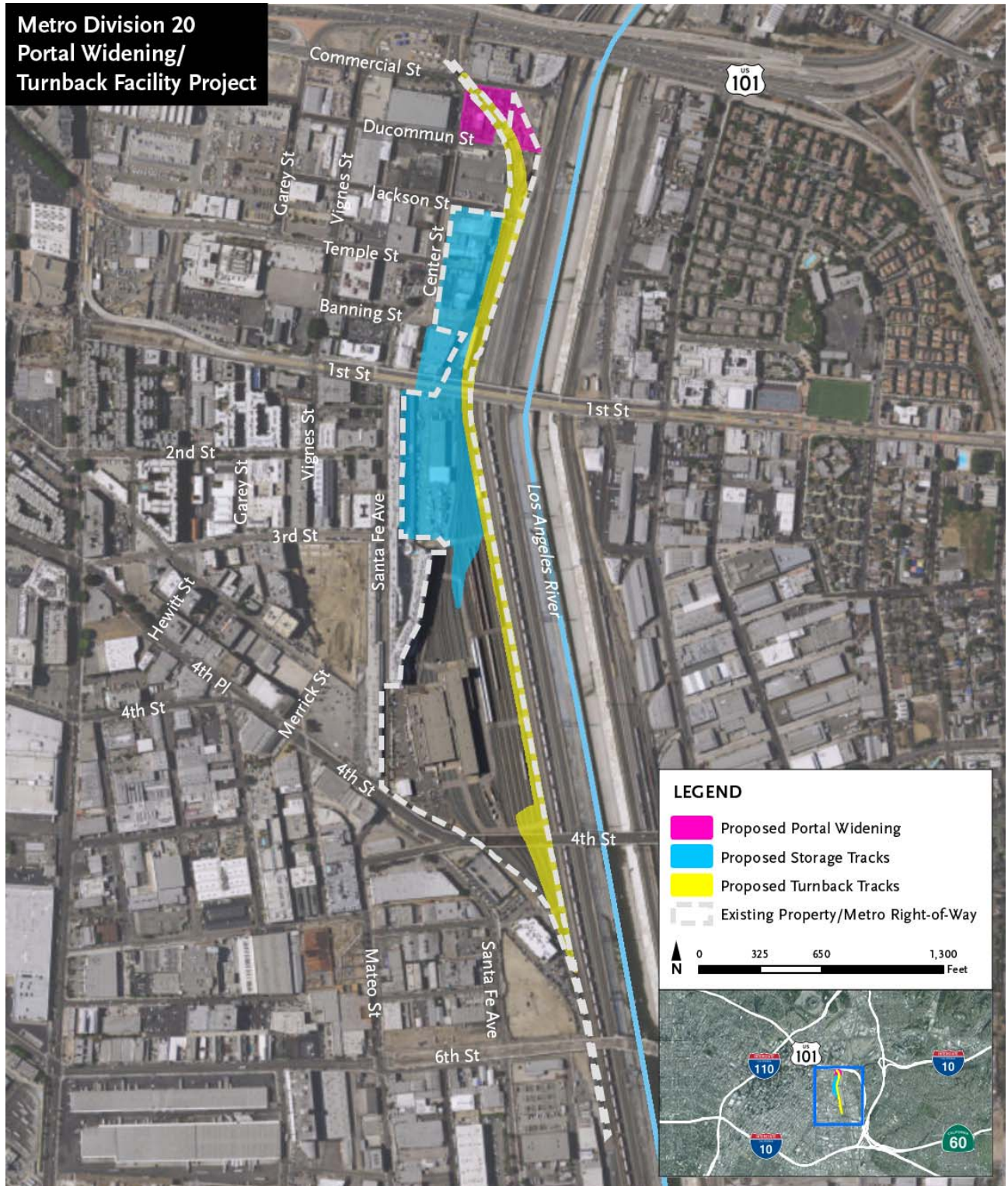
FROM: Los Angeles County Metropolitan Transportation Authority (Metro)

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The Division 20 Portal Widening/Turnback Facility Project (Proposed Project) would be located within and in the vicinity of the existing Division 20 Rail Yard. The Division 20 rail yard is an approximately 45-acre site that houses the Metro Red/Purple Line train storage and maintenance facilities. The existing rail yard is generally bounded by the Los Angeles River to the east, Santa Fe Avenue to the west, Ducommun Street to the north, and 6th Street Bridge to the south. The footprint of the Proposed Project, including expansion of the existing boundaries, west towards Center Street, and north towards Commercial Street are shown in Figure 1. The western boundary of the Project Site includes commercial/industrial properties along Center Street, as well as the One Santa Fe mixed-use complex south of the 1st Street Bridge. Immediately to the south of the Project Site is the Arts District which is comprised of housing, industrial uses, commercial uses, art galleries, and exhibition warehouse spaces. Land uses to the north include commercial/industrial buildings, and the Los Angeles River is located to the east beyond freight rail tracks.

PROJECT INITIATION: On March 23, 2017, an Initial Study/Mitigated Negative Declaration was adopted by the Metro Board of Directors. Since that date, the design team has been looking at various design refinements to optimize operational flexibility at the turnback facility. These refinements require additional environmental analysis in the context of an Environmental Impact Report (EIR).

Pursuant to the California Environmental Quality Act (CEQA), Metro has initiated a Draft EIR process for the Division 20 Portal Widening/Turnback Facility Project. Metro is the lead agency for the Proposed Project. The Draft EIR will be prepared in accordance with Sections 15120 through 15132 of the CEQA Guidelines. The purpose of this notice is to alert interested parties regarding preparation of the Draft EIR, invite public participation in the CEQA scoping process, and announce the public scoping meeting.

Figure 1. Project Map – Overview



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

Source: Terry A. Hayes Associates Inc., 2017.

PROJECT OBJECTIVES: Given the ongoing Metro Purple Line Westside Extension projects, storage constraints that inhibit fleet expansion, and the absence of a turnback facility, the goal of the Proposed Project is to accommodate the expansion and associated increased ridership of Metro's heavy rail system. The two objectives of the project are:

Objective #1: Construct core capacity improvements needed for increased service levels on Metro Red and Purple Lines.

Objective #2: Construct new tracks and switches that will allow trains to provide faster and more reliable service times at Union Station.

PROJECT DESCRIPTION: The Proposed Project would reconfigure existing tracks and access roads to accommodate a turnback facility at the Division 20 rail yard, construct new storage tracks, and widen the tunnel portal that currently connects to the Metro Red/Purple Line in order to substantially increase train movement within the yard. The existing turnback tracks would be extended towards 6th Street and reconfigured to provide faster service times at Union Station. All turnback tracks would be located within the footprint of the existing Division 20 Rail Yard. Additionally, the Proposed Project would install a new traction power substation and emergency backup power generator and modify the 1st Street Bridge to provide train access to the new storage tracks. Figure 1 identifies key components of the Proposed Project. The Proposed Project would demolish a total of approximately 306,875 square feet of existing buildings at the following addresses: 815 East Temple Street, 234 Center Street, 210 Center Street, 1001 East 1st Street, and 214 South Santa Fe Avenue. Furthermore, the Proposed Project would vacate Jackson Street, Banning Street, and Ducommun Street in their segments east of Center Street.

PROBABLE ENVIRONMENTAL EFFECTS: The purpose of the Draft EIR is to disclose the impacts of the Proposed Project on the environment. The Draft EIR will address all topics listed in Appendix G of the CEQA Guidelines, and will focus on the following topics that have been identified as key impact areas:

- Aesthetics
- Air Quality
- Cultural Resources
- Energy Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Noise and Vibration
- Tribal Cultural Resources

Project design features and mitigation measures to reduce potentially significant impacts during construction and operation will be identified in the Draft EIR.

SCOPING MEETING: Two public scoping meetings to accept comments on the scope of the Draft EIR will be held on the dates and at the locations listed below.

Wednesday, October 25, 2017
6:00 p.m. to 8:00 p.m.
Art Share L.A.
801 East 4th Place
Los Angeles, CA 90013

Wednesday, November 8, 2017
3:00 pm to 5:00 pm Japanese American
Cultural and Community Center
244 S. San Pedro Street
Los Angeles, CA 90012

The scope of the Draft EIR, including the project objectives, project area and description, and the environmental impacts to be evaluated will be presented at the public scoping meetings. All Metro meetings are held in Americans with Disability Act (ADA)-compliant facilities. Spanish and Japanese translations will be provided. ADA accommodations and other translations are available by calling (213) 922-4484 at least 72 hours in advance of the meeting.

COMMENT DUE DATE: Written comments on the scope of the Draft EIR, including the project area and description, the impacts to be evaluated, and the methodologies to be used in the evaluation, will be accepted during the comment period and should be sent to Metro on or before November 17, 2017 at the postal address or e-mail address below.

ADDRESSES: Comments will be accepted at the public scoping meeting or they may be sent to Cris B. Liban, D.Env., P.E., Executive Officer, Environmental Compliance and Sustainability, Metro, One Gateway Plaza, Mail Stop 99-16-9 or via e-mail at LibanE@metro.net. For more information, visit metro.net/capital projects or contact Michael Cortez, Community Relations Manager at cortezmic@metro.net or 213-922-4465.

Appendix A.2

Revised NOP



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

REVISED NOTICE OF PREPARATION
OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE: January 3, 2018

TO: Agencies, Organizations, and Interested Parties

SUBJECT: Revised Notice of Preparation (NOP) of a Draft
Environmental Impact Report

PROJECT TITLE: Division 20 Portal Widening/Turnback Facility
(Proposed Project)

SCH NUMBER: 2017101034

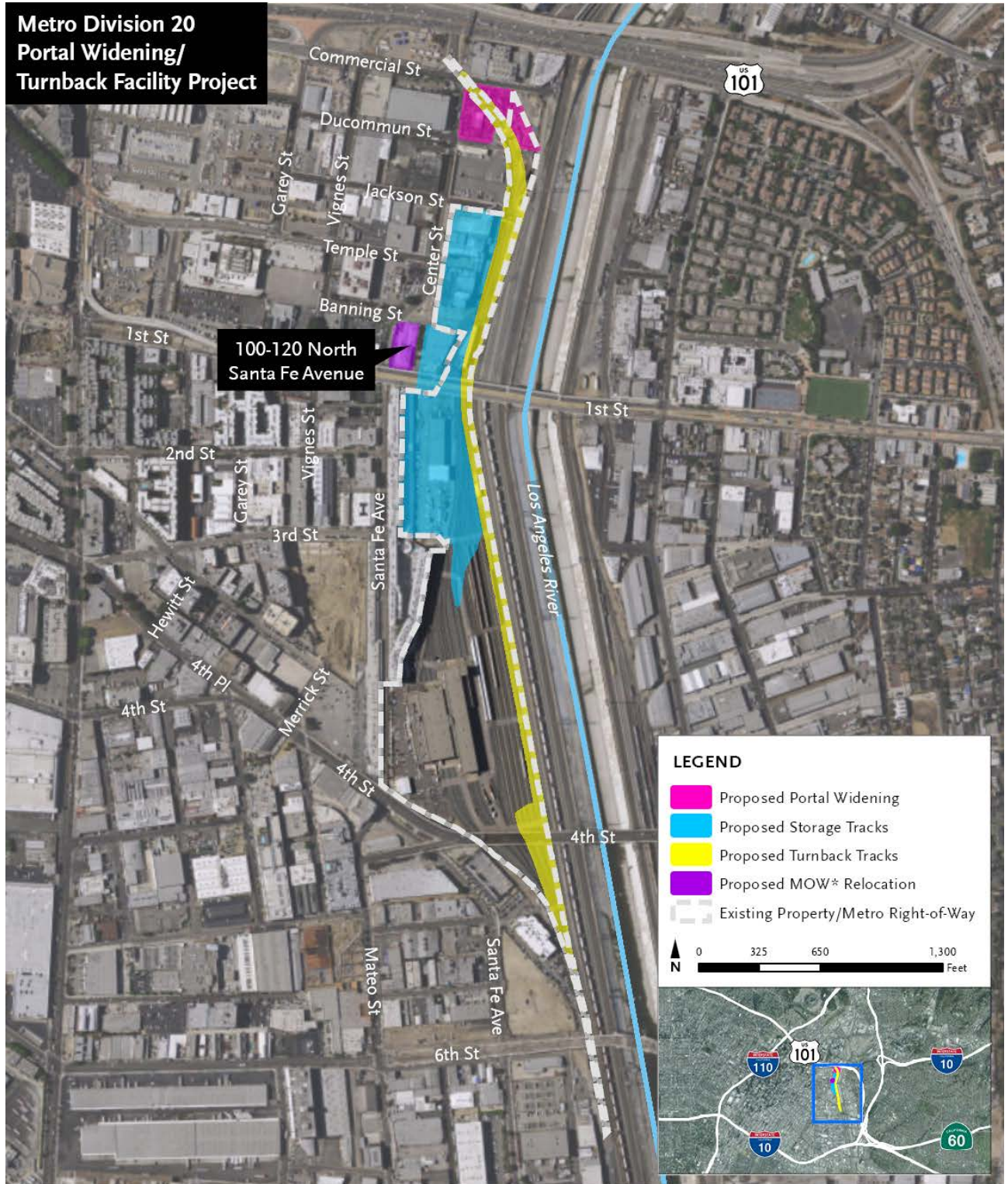
FROM: Los Angeles County Metropolitan Transportation
Authority (Metro)

PURPOSE OF THIS REVISED NOTICE OF PREPARATION: Metro issued an NOP for the Proposed Project (SCH Number 2017101034) on October 18, 2017. During the 30-day scoping period (October 18, 2017 to November 17, 2017), comments were received from agencies, organizations, and other interested parties regarding the scope of the Draft Environmental Impact Report (Draft EIR) via e-mail and postal mail, and at the scoping meetings held on October 25, 2017 and November 8, 2017. Subsequent to the end of the scoping period, the Proposed Project footprint has been expanded to include the property at 100-120 North Santa Fe Avenue. The purpose of this revised NOP is to solicit comments on the acquisition and reuse of this property as part of the Proposed Project for analysis in the Draft EIR. Comments submitted during the previous NOP scoping period have been recorded by Metro and do not need to be resubmitted. No additional scoping meetings are required or scheduled.

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The Proposed Project would be located within and in the vicinity of the existing Division 20 Rail Yard. The Division 20 Rail Yard is an approximately 45-acre site that houses the Metro Red/Purple Line train storage and maintenance facilities. The existing Rail Yard is generally bounded by the Los Angeles River to the east, Santa Fe Avenue to the west, Ducommun Street to the north, and 6th Street Bridge to the south. The footprint of the Proposed Project, including expansion of the existing boundaries, west towards Santa Fe Avenue, and north towards Commercial Street are shown in Figure 1. The western boundary of the Project Site

includes commercial/industrial properties along Santa Fe Avenue, as well as the One Santa Fe mixed-use complex south of the 1st Street Bridge. Immediately to the south of the Project Site is the Arts District which is comprised of housing, industrial uses, commercial uses, art galleries, and exhibition warehouse spaces. Land uses to the north include commercial/industrial buildings, and the Los Angeles River is located to the east beyond freight rail tracks.

Figure 1. Project Map - Overview



Source: Terry A. Hayes Associates Inc., 2017.

PROJECT INITIATION: On March 23, 2017, an Initial Study/Mitigated Negative Declaration was adopted by the Metro Board of Directors. Since that date, the design team has been looking at various design refinements to optimize operational flexibility at the turnback facility. These refinements require additional environmental analysis in the context of an Environmental Impact Report (EIR).

Pursuant to the California Environmental Quality Act (CEQA), Metro has initiated a Draft EIR process for the Division 20 Portal Widening/Turnback Facility Project. Metro is the lead agency for the Proposed Project. The Draft EIR will be prepared in accordance with Sections 15120 through 15132 of the CEQA Guidelines. The purpose of this notice is to alert interested parties regarding preparation of the Draft EIR and invite public participation in the CEQA scoping process.

PROJECT OBJECTIVES: Given the ongoing Metro Purple Line Westside Extension projects, storage constraints that inhibit fleet expansion, and the absence of a turnback facility, the goal of the Proposed Project is to accommodate the expansion and associated increased ridership of Metro's heavy rail system. The two objectives of the Proposed Project are:

Objective #1: Construct core capacity improvements needed for increased service levels on Metro Red and Purple Lines.

Objective #2: Construct new tracks and switches that will allow trains to provide faster and more reliable service times at Union Station.

PROJECT DESCRIPTION: The updated Project Description would incorporate all of the elements of the original Project Description, plus the acquisition and modification of the 100-120 North Santa Fe Avenue property.

Unchanged Project Description from the Initial NOP

The Proposed Project would reconfigure existing tracks and access roads to accommodate a turnback facility at the Division 20 Rail Yard, construct new storage tracks, and widen the tunnel portal that currently connects to the Metro Red/Purple Line in order to substantially increase train movement within the yard. The existing turnback tracks would be extended towards 6th Street and reconfigured to provide faster service times at Union Station. All turnback tracks would be located within the footprint of the

existing Division 20 Rail Yard. Additionally, the Proposed Project would install a new traction power substation and emergency backup power generator and modify the 1st Street Bridge to provide train access to the new storage tracks. Figure 1 identifies key components of the Proposed Project. The Proposed Project would demolish a total of approximately 306,875 square feet of existing buildings at the following addresses: 815 East Temple Street, 234 Center Street, 210 Center Street, 1001 East 1st Street, and 214 South Santa Fe Avenue. Furthermore, the Proposed Project would vacate Jackson Street, Banning Street, and Ducommun Street in their segments east of Center Street.

New Project Component - Acquisition of 100-120 North Santa Fe Avenue:

Metro's acquisition of the 100-120 North Santa Fe Avenue property would provide a new location for existing Maintenance of Way (MOW) functions that would be displaced by the new storage tracks. The existing building would be renovated and repurposed for use by Metro and no major demolition or construction activities are planned at this location. In addition, the majority of MOW activities would occur within the building.

PROBABLE ENVIRONMENTAL EFFECTS: The purpose of the Draft EIR is to disclose the impacts of the Proposed Project on the environment. The Draft EIR will address all topics listed in Appendix G of the CEQA Guidelines, and will focus on the following topics that have been identified as key impact areas:

- Aesthetics
- Air Quality
- Cultural Resources
- Energy Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Noise and Vibration
- Tribal Cultural Resources

Project design features and mitigation measures to reduce potentially significant impacts during construction and operation will be identified in the Draft EIR.

COMMENT DUE DATE: Written comments on the scope of the Draft EIR, including the Project Site and project description, the impacts to be evaluated, and the methodologies to be used in the

evaluation, will be accepted during the scoping period and should be sent to Metro on or before February 2, 2018 at the postal address or e-mail address below.

ADDRESSES: Comments may be sent to Cris B. Liban, D.Env., P.E., Executive Officer, Environmental Compliance and Sustainability, Metro, One Gateway Plaza, Mail Stop 99-16-9 or via e-mail at LibanE@metro.net. For more information, visit metro.net/capital projects or contact Michael Cortez, Community Relations Manager at cortezmic@metro.net or 213-922-4465.

Appendix A.3

NOP List

Los Angeles County Metropolitan Transportation Authority

Division 20 Portal Widening and Turnback Facility

Notice of Preparation (NOP) Mailing List

Organization	Contact Name	Street Address	City	State	Zip
California Air Resources Board	CEQA Compliance	9528 Telstar Avenue	El Monte	CA	91731
California Air Resources Board	Richard Corey	P.O. Box 2815	Sacramento	CA	95814
California Department of Fish and Wildlife	Charlton Bonham	1416 9th St, 12th Floor	Sacramento	CA	95814
California Department of Toxic Substances Control	Barbara Lee	P.O. Box 806	Sacramento	CA	95812
California Department of Transportation (Caltrans) District 7	Carrie Bowen	100 Main St.	Los Angeles	CA	90012
California Department of Transportation (Caltrans) Division of Environmental Analysis	Philip Stolarski	1120 N. Street	Sacramento	CA	95814
California Department of Transportation (Caltrans) Division of Transportation Planning	Chris Schmidt	P.O. Box 942874, MS 32	Sacramento	CA	94274
California Department of Transportation (Caltrans) Office of Regional Planning	Dianna Watson	100 S. Main Street, MS 16	Los Angeles	CA	90012
California Environmental Protection Agency	Connell Dunning	76 Hawthorne Street	San Francisco	CA	91405
California High Speed Rail Authority	Jeff Morales	770 L Street, Suite 620	Sacramento	CA	95814
California Native American Heritage Commission	Gayle Totton	1550 Harbor Blvd, Ste 100	West Sacramento	CA	95691
California Native American Heritage Commission	James Ramos	1550 Harbor Blvd, Ste 100	West Sacramento	CA	95691
California Public Utilities Commission	Aisley Kung	320 W. 4th St, Ste 500	Los Angeles	CA	90013
California Public Utilities Commission	Daniel Kwok	320 W. 4th St, Ste 500	Los Angeles	CA	90013
California Public Utilities Commission	Howard Huie	320 W. 4th St, Ste 500	Los Angeles	CA	90013
California Public Utilities Commission	Tom Logan	320 W. 4th St, Ste 500	Los Angeles	CA	90013
California Regional Rail Authority (SCRRA)	Art Leahy	P.O. Box 531776	Los Angeles	CA	90053
California Regional Rail Authority (SCRRA)	Tracy Berge	2704 N. Garey Ave	Pomona	CA	91767
California State Assembly, District 53	David Juarez	320 W. Fourth St, Ste 1050	Los Angeles	CA	90013
California State Assembly, District 53	Mark Gonzalez	320 W. Fourth St, Ste 1050	Los Angeles	CA	90013
California State Assembly, District 53	Miguel Santiago	320 W. Fourth St, Ste 1050	Los Angeles	CA	90013
California State Clearinghouse	CEQA Compliance	1400 Tenth Street	Sacramento	CA	95814
California State Senate, District 24	Adrian Vasquez	1808 W. Sunset Blvd.	Los Angeles	CA	90026
California State Senate, District 24	Helen Amelga	1808 W. Sunset Blvd.	Los Angeles	CA	90026
California State Senate, District 24	Kevin de León	1808 W. Sunset Blvd.	Los Angeles	CA	90026
California Water Resources Control Board	Gita Kapahi	P.O. Box 100	Sacramento	CA	95812
City of Los Angeles	Chun Leung	200 N Spring St., Rm 303 MS 370	Los Angeles	CA	90012
City of Los Angeles	Daniel Rodman	200 N. Spring St., Rm 303 MS 370	Los Angeles	CA	90012
City of Los Angeles	Eric Garcetti	200 N. Spring St., Rm 303 MS 370	Los Angeles	CA	90012
City of Los Angeles	Richard H. Llewellyn, Jr.	200 N. Main St. Suite 1500	Los Angeles	CA	90012
City of Los Angeles, Cultural Affairs	Danielle Brazell	201 N. Figueroa, Suite 1400	Los Angeles	CA	90012
City of Los Angeles, Fire Department	Ralph M. Terrazas	200 Main Street, 16th Floor	Los Angeles	CA	90012
City of Los Angeles, Office of Historic Resources	Ken Bernstein	200 N. Spring Street, Room 559	Los Angeles	CA	90012
City of Los Angeles, Police Department	Charlie Beck	100 W. 1st Street	Los Angeles	CA	90012
Federal Highway Administration (FHWA)	Hector Santiago	888 S. Figueroa St, Ste. 750	Los Angeles	CA	90017
Federal Railroad Administration (FRA)	Larry Day	3401 Centerlake Dr, Ste 480	Ontario	CA	91761

Los Angeles County Metropolitan Transportation Authority

Division 20 Portal Widening and Turnback Facility

Notice of Preparation (NOP) Mailing List

Organization	Contact Name	Street Address	City	State	Zip
Federal Transit Administration (FTA) Region 9 Office of Planning and Program Development	Leslie T. Rogers	90 7th Street, Suite 15 300	San Francisco	CA	94103
Federal Transit Administration (FTA) Los Angeles Metropolitan Office	Candice Hughes	888 S. Figueroa St, Ste 1050	Los Angeles	CA	90017
Governor's Office of Planning and Research	Ken Alex	1400 10th St. P.O. Box 3044	Sacramento	CA	95812
Historic Preservation Office, Advisory Council	John Fowler	401 F Street NW, Ste 308	Washington DC	DC	20001
Historic Preservation Office, Advisory Council	LaShavio Johnson	401 F Street NW, Ste 308	Washington DC	DC	20001
Historic Preservation Office, Advisory Council	Najah Duvall Gabriel	401 F Street NW, Ste 308	Washington DC	DC	20001
Los Angeles City Council, 14th District	Jose Huizar	2035 Colorado Blvd.	Los Angeles	CA	90041
Los Angeles City Council, 14th District	Nate Hayward	2035 Colorado Blvd.	Los Angeles	CA	90041
Los Angeles City Planning Department	Vincent P. Bertoni	200 N. Spring Street, 5th Floor CH	Los Angeles	CA	90012
Los Angeles County Flood Control District	Sree Kumar	900 S. Fremont Ave	Alhambra	CA	91803
Los Angeles County Supervisor, 1st District	Hilda Solis	856 Kenneth Hahn Hall of Administration 500 West Temple Street	Los Angeles	CA	90012
Los Angeles County Supervisor, 1st District	Javier Hernandez	856 Kenneth Hahn Hall of Administration 500 West Temple Street	Los Angeles	CA	90012
Los Angeles County Supervisor, 1st District	Waqas Rehman	856 Kenneth Hahn Hall of Administration 500 W Temple St	Los Angeles	CA	90012
Los Angeles Department of Public Works	Kevin James	200 N. Spring Street, Room 361	Los Angeles	CA	90017
Los Angeles Department of Public Works Bureau of Engineering	Gary Lee Moore	200 N. Spring Street	Los Angeles	CA	90017
Los Angeles Department of Transportation	Seleta Reynolds	100 S. Main St	Los Angeles	CA	90012
Los Angeles Regional Water Quality Control Board	Augustine Anijielo	320 West Fourth St, Ste 200	Los Angeles	CA	90013
Los Angeles Regional Water Quality Control Board	Eric Wu	320 West Fourth St, Ste 200	Los Angeles	CA	90013
Los Angeles Regional Water Quality Control Board	Samuel Unger	300 W. 4th St, Suite 200	Los Angeles	CA	90013
South Coast Air Quality Management District (SCAQMD)	Carol Gomez	21865 Copley Dr.	Diamond Bar	CA	91765
South Coast Air Quality Management District (SCAQMD)	Jillian Wong	21865 Copley Dr.	Diamond Bar	CA	91765
South Coast Air Quality Management District (SCAQMD)	Lijin Sun	21865 Copley Dr.	Diamond Bar	CA	91765
South Coast Air Quality Management District (SCAQMD)	Stan Myles	21865 Copley Dr.	Diamond Bar	CA	91765
South Coast Air Quality Management District (SCAQMD)	Steve Smith	21865 Copley Dr.	Diamond Bar	CA	91765
Southern California Association of Governments (SCAG)	Hassan Ikhata	818 W. 7th St, 12th fl	Los Angeles	CA	90017
State Office of Historic Preservation	Elizabeth Edwards Harris	1725 23rd Street, Ste 110	Sacramento	CA	95816
State Office of Historic Preservation	Kathleen Forrest	1725 23rd Street, Ste 110	Sacramento	CA	95816
U.S. Army Corps of Engineers (USACE)	Daniel Swenson	915 Wilshire Blvd.	Los Angeles	CA	90017
U.S. Army Corps of Engineers (USACE)	Stephanie Hall	915 Wilshire Blvd.	Los Angeles	CA	90017
U.S. Army Corps of Engineers (USACE)	William Leady	915 Wilshire Blvd.	Los Angeles	CA	90017
U.S. Environmental Protection Agency (EPA)	Gina McCarthy	1200 Pennsylvania Ave, NW	Washington DC	DC	20460
U.S. Fish and Wildlife Service	G. Mendel Stewart	2177 Salk Avenue, Suite 250	Carlsbad	CA	92008
United States House of Representatives, District 34	Jimmy Gomez	350 S. Bixel St, Ste 120	Los Angeles	CA	90017



Division 20 Portal Widening and Turnback Facility

Appendix B

Meeting Notice & Mailing List

Appendix A.1
Meeting Notice

Appendix A.2
Mailing List

Appendix B.1
Meeting Notice

What's It About?

¿De qué se trata? | 何についてですか?

The Metro Red and Purple Lines carry over 140,000 passengers each day with ridership anticipated to grow by 49,000 following the Purple Line extension to the Veterans Affairs West Los Angeles Medical Center. The Division 20 Portal Widening and Turnback Facility Project proposes to accommodate this growth and enhance service levels for both rail lines to better serve the community. Planned operational enhancements include: widening the heavy rail tunnel south of U.S. Highway 101, the development of a new, surface-level turnback facility in the existing Metro rail yard, and the expansion and reconfiguration of the rail storage tracks. These improvements will allow for faster trips to Union Station and improve the safety and reliability of the Metro rail system.

Las líneas Red y Purple de Metro brindan servicio a más de 140,000 pasajeros diarios. Se anticipa que el número de pasajeros aumente a 49,000 después de la extensión de la Purple Line a Centro Médico West Los Angeles de Veterans Affairs. El Proyecto de la Ampliación del Portal y la Instalación de Retorno de la División 20 propone adaptar este crecimiento y mejorar los niveles de servicio para ambas líneas ferroviarias y brindar un mejor servicio a la comunidad. Las mejoras operacionales planificadas incluyen: La ampliación del túnel ferroviario al sur de la US 101, el desarrollo de una nueva instalación de retorno al nivel de la superficie en el depósito ferroviario de Metro, y la ampliación y reconfiguración de las vías de almacenamiento ferroviario. Estas mejoras permitirán viajar más rápidamente a Union Station y mejorarán la seguridad y confiabilidad del sistema ferroviario de Metro.

Metro Red 及び Purple Lines は毎日 140,000 人の乗客を輸送しています。そして Purple Line が Veterans Affairs West Los Angeles Medical Center (ベテランズアフエア西口スアンゼルスメディカルセンター) まで延長されたのちにはその乗車率に49,000人の増加が予想されます。ディビジョン20の入り口の拡張とTurnback施設のプロジェクトの提案はこの増加に対応し両方の鉄道ラインのサービスのレベルを強化しコミュニティにとってより良いサービスを提供するためのものです。計画されている操業上の強化は以下を含みます。: 鉄道線のUS Highway 101南のトンネルの拡張、既存のMetroレイルヤード内の新しい地上レベルのTurnback施設、そしてレイルストレージトラックの拡張と再構成。これらの改善はUnion station までの乗車時間を短縮しMetroレイルシステムの安全と信頼性を向上させます。

Join Us!

¡Acompáñenos! | ぜひ参加してください!

Due to significant design refinements since the Initial Study/Mitigated Negative Declaration (MND), finalized in March 2017, Metro is formally initiating public scoping meetings to conduct a full environmental analysis of the project and its potential impacts. The scoping meetings are an important step in the preparation of the Environmental Impact Report (EIR).

Metro wants your input! Please join us to learn more about the environmental process and studies, meet the Project Team, and to let us know what is important to you as the process moves forward.

Debido a los refinamientos significativos del diseño desde el Estudio Inicial/Declaración Negativa Mitigada (MND en inglés), finalizados en marzo de 2017, Metro formalmente está iniciando las reuniones de alcance público para llevar a cabo un análisis ambiental completo del proyecto y sus posibles impactos. Las reuniones de alcance público son un paso importante para la preparación del reporte Informe de Impacto Ambiental (EIR en inglés).

¡Metro quiere su opinión! Por favor, acompáñenos para aprender más sobre el proceso ambiental y los estudios, conocer al equipo del proyecto, y proporcionar su opinión a medida que avanza el proceso.

2017年3月に終了した初期の調査/緩和された否定点の表明 (MND) 以来、多大なデザインの洗練が行われたために、プロジェクトの完全な環境とその起こりうる影響についての分析を行うためにMetroは、公式に公共のスコーピングミーティングを開始します。スコーピングミーティングは環境に与える影響のレポート (EIR) の準備のために重要なステップです。

Metroはあなたの意見を欲しています。私たちと共に参加し、環境問題のプロセスと調査について学びましょう、プロジェクトチームに会ってください、そしてこのプロセスが前進するにあたりあなたにとって何が重要かをお知らせください。

Meeting Schedule

Calendario de reuniones | ミーティングのスケジュール

You are welcome to attend either or both scoping meetings and submit written comments. The agenda and presentation materials will be the same for both meetings.

Lo invitamos a asistir a una o ambas reuniones de alcance y a presentar sus comentarios por escrito. La agenda y el material de la presentación serán iguales para ambas reuniones.

1回のミーティングだけでも両方のミーティングでもぜひご参加ください。アジェンダとプレゼンテーションの書類は両方で同じものが使われます。

Wednesday, October 25, 2017, 6 – 8pm

Miércoles, 25 de octubre de 2017 | 2017年10月25日水曜日

Art Share LA

801 E 4th Pl, Los Angeles, CA 90013

> *Intérprete en español* | 日本語の通訳

FREE structure parking (after 5pm) LA County Lot (Hewitt St)

Estacionamiento GRATUITO (después de las 5pm)

午後5時以降は構内の駐車は無料です。LA カウンティロット

Wednesday, November 8, 2017, 3 – 5pm

Miércoles, 8 de noviembre de 2017 | 2017年11月8日水曜日

Japanes American Cultural Center (JACCC)

244 S San Pedro St, Los Angeles, CA 90012

> *Intérprete en español* | 日本語の通訳

Validated structure

Validación de estacionamiento: | 構内でバリデーションされます:

Joe's Parking, 350 E. 2nd St (west of San Pedro)

The formal public scoping comment period begins

Wednesday, October 18, 2017, and ends on Friday,

November 17, 2017. Written comments may be submitted

to the following by email or mail:

El periodo oficial de comentarios al público comienza el miércoles, 18 de octubre de 2017, y termina el viernes, 17 de noviembre de 2017. Los comentarios escritos pueden ser enviados por correo electrónico o correo postal:

公式の公共のスコーピングコメントの期間は2017年10月18日水曜日に開始し、2017年11月17日金曜日に終了します。書式によるコメントは下記のEメールまたは郵便にて提出できます。

✉ Cris B. Liban

Executive Officer, Program Management, Metro
One Gateway Plaza, M/S 99-16-9
Los Angeles, CA 90012

✉ libane@metro.net

Stay Connected


Manténgase conectado | 密接に連絡を取り合しましょう。

If you are unable to attend in person, contact us or access project information at any of the following:

Si no puede asistir en persona, comuníquese con nosotros o acceda a la información del proyecto en cualquiera de las siguientes formas:


もし出席できない場合には以下の方法で私共にご連絡ください。:


Michael Cortez
Community Relations Manager
Metro


 213.922.4465

 cortezmic@metro.net

 metro.net/capitalprojects

 twitter.com/metrolosangeles

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 All Metro meetings are held in ADA accessible facilities and are accessible by transit. ADA accommodations and translations are available by calling 323.466.3876 or California Relay service at 711 at least 72 hours in advance.

Todas las juntas de Metro se realizan en instalaciones accesibles conforme a la Ley para Estadounidenses con Discapacidades (Americans with Disabilities Act, ADA) y se puede llegar en transporte público. Las adaptaciones según la ADA y otras traducciones están disponibles llamando al 323.466.3876 o Servicio de Retransmisión de California al 711 con al menos 72 horas de anticipación.

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Metro

One Gateway Plaza
99-22-4
Los Angeles, CA 90012

metro.net/capitalprojects

Division 20 Portal Widening and Turnback Facility

Scoping Meetings - October 25 & November 8, 2017

Reuniones de alcance público - 25 de octubre y 8 de noviembre de 2017 | スコーピングミーティング - 2017年10月25日及び11月8日



Metro



Appendix B.2

Mailing List

OWNERNAME	OWNER2	M_CITY	M_STATE	M_ZIP	M_ZIP4	TYPE
Ms. Carrie Bowen		Los Angeles	CA	90012		0 - Master
Mr. Greg Kimura		Los Angeles	CA	90012		0 - Master
Mr. Mark Robbins		Los Angeles	CA	90012		0 - Master
Ms. Leslie Unger		Los Angeles	CA	90012		0 - Master
Ms. Seleta Reynolds		Los Angeles	CA	90012		0 - Master
Ms. Shirley Choate		Los Angeles	CA	90012		0 - Master
Ms. Dianna Watson		Los Angeles	CA	90012		0 - Master
Mr. Charlie Beck		Los Angeles	CA	90012		0 - Master
Mr. David Fleming		Los Angeles	CA	90012		0 - Master
Mr. Gilbert Ivey		Los Angeles	CA	90012		0 - Master
Ms. Tracy Hernandez		Los Angeles	CA	90012		0 - Master
Mr. Charlie Hetland		Los Angeles	CA	90017		0 - Master
Honored Representative		Los Angeles	CA	90012		0 - Master
Ms. Kristin Fukushima		Los Angeles	CA	90012		0 - Master
Store Manager		Cypress	CA	90630		0 - Master
Mr. Kevin Sladovnik		Santa Fe Springs	CA	90670		0 - Master
Mr. Jon Marshall		Benicia	CA	94510		0 - Master
Ms. Ellen Riotto		Los Angeles	CA	90015		0 - Master
Honorable Dianne Feinstein		Los Angeles	CA	90025		0 - Master
Mr. Philip Stolarski		Sacramento	CA	95814		0 - Master
Ms. Mary Jane		Thousand Oaks	CA	91360		0 - Master
Mr. David Grannis		Pasadena	CA	91101		0 - Master
Mr. Gina McCarthy		Washington DC	DC	20460		0 - Master
Mr. Mauro Bautista		Los Angeles	CA	90033		0 - Master
Mr. Wilson Liu		Los Angeles	CA	90012		0 - Master
Ms. Ann Orozco		Los Angeles	CA	90012		0 - Master
Mr. Don Scott		Los Angeles	CA	90025		0 - Master
Mr. Chris Espinosa		Los Angeles	CA	90012		0 - Master
Store Manager		Los Angeles	CA	90013		0 - Master
Store Manager		Los Angeles	CA	90013		0 - Master
Store Manager		Los Angeles	CA	90013		0 - Master
Store Manager		Los Angeles	CA	90013		0 - Master
Ms. Erin Gabrielli		Los Angeles	CA	90021		0 - Master
Store Manager		Los Angeles	CA	90013		0 - Master
Store Manager		Los Angeles	CA	90013		0 - Master
Store Manager		Los Angeles	CA	90012		0 - Master
Store Manager		Los Angeles	CA	90021		0 - Master
Mr. Daniel Kotzer		Los Angeles	CA	90013		0 - Master
Store Manager		Los Angeles	CA	90013		0 - Master
Store Manager		Los Angeles	CA	90021		0 - Master
Mr. Chase Spent		Los Angeles	CA	90013		0 - Master
Store Manager		Los Angeles	CA	90013		0 - Master
Store Manager		Los Angeles	CA	90021		0 - Master
Store Manager		Los Angeles	CA	90021		0 - Master

Store Manager	Los Angeles	CA	90021	0 - Master
Store Manager	Los Angeles	CA	90021	0 - Master
Mr. Ken Alex	Sacramento	CA	95812	0 - Master
Mr. Lance Fritz	Omaha	NE	68179	0 - Master
	Sacramento	CA	95814	0 - Master
Mr. Charlton Bonham	Sacramento	CA	95814	0 - Master
Mr. Gayle Totton	West Sacramento	CA	95691	0 - Master
Mr. James Ramos	West Sacramento	CA	95691	0 - Master
Ms. Karina Moreno Corgan	Los Angeles	CA	90033	0 - Master
	Los Angeles	CA	90033	0 - Master
	Los Angeles	CA	90033	0 - Master
Mr. Alan Sanchez	Los Angeles	CA	90033	0 - Master
Ms. Elizabeth Edwards Harris	Sacramento	CA	95816	0 - Master
Ms. Kathleen Forrest	Sacramento	CA	95816	0 - Master
Honorable Kevin de León	Los Angeles	CA	90026	0 - Master
Ms. Helen Amelga	Los Angeles	CA	90026	0 - Master
Mr. Kris Manning	Irvine	CA	92612	0 - Master
Mr. Yuval Bar-Zemer	Los Angeles	CA	90021	0 - Master
Ms. Alexandra Leekley	Los Angeles	CA	90021	0 - Master
Ms. Laura Velkei	Los Angeles	CA	90021	0 - Master
Mr. Michael Hayes	Los Angeles	CA	90026	0 - Master
Mr. David DeRosa	Los Angeles	CA	90067	0 - Master
Mr. Paul Burge	Los Angeles	CA	90067	0 - Master
Ms. Vanann Allen	Los Angeles	CA	90067	0 - Master
Mr. Ralph M. Terrazas	Los Angeles	CA	90012	0 - Master
Fire Chief	Los Angeles	CA	90012	0 - Master
Mr. Richard Llewellyn	Los Angeles	CA	90012	0 - Master
Honorable Eric Garcetti	Los Angeles	CA	90012	0 - Master
Mr. Andrew Westall	Los Angeles	CA	90012	0 - Master
Mr. Areen Ibranossian	Los Angeles	CA	90012	0 - Master
Mr. Arturo Chavez	Los Angeles	CA	90012	0 - Master
Mr. Chad Molnar	Los Angeles	CA	90012	0 - Master
Mr. Chris Robertson	Los Angeles	CA	90012	0 - Master
Mr. Chun Leung	Los Angeles	CA	90012	0 - Master
Mr. Curtis Earnest	Los Angeles	CA	90012	0 - Master
Mr. Daniel Rodman	Los Angeles	CA	90012	0 - Master
Mr. Deron Williams	Los Angeles	CA	90012	0 - Master
Mr. Eric Moody	Los Angeles	CA	90012	0 - Master
Mr. Faisal Alserrri	Los Angeles	CA	90012	0 - Master
Mr. Gary Lee Moore	Los Angeles	CA	90012	0 - Master
Mr. Hector Vega	Los Angeles	CA	90012	0 - Master
Mr. Jim Dantona	Los Angeles	CA	90012	0 - Master
Mr. John Lee	Los Angeles	CA	90012	0 - Master
Mr. John Popoch	Los Angeles	CA	90012	0 - Master
Mr. Justin Orenstein	Los Angeles	CA	90012	0 - Master

Mr. Mariann Karish	Los Angeles	CA	90012	0 - Master
Mr. Michael Shull	Los Angeles	CA	90012	0 - Master
Mr. Paul Backstrom	Los Angeles	CA	90012	0 - Master
Mr. Paul Habib	Los Angeles	CA	90012	0 - Master
Mr. Soloman Rivera	Los Angeles	CA	90012	0 - Master
Mr. Vince Bertoni	Los Angeles	CA	90012	0 - Master
Ms. Arcelia Arce	Los Angeles	CA	90012	0 - Master
Ms. Bryce Rosauo	Los Angeles	CA	90012	0 - Master
Ms. Hannah Lee	Los Angeles	CA	90012	0 - Master
Ms. Jeanie Min	Los Angeles	CA	90012	0 - Master
Ms. Jenny Chavez	Los Angeles	CA	90012	0 - Master
Ms. Joan Pelico	Los Angeles	CA	90012	0 - Master
Ms. Joanne Kim	Los Angeles	CA	90012	0 - Master
Ms. Lisa Hansen	Los Angeles	CA	90012	0 - Master
Ms. Megan Teramoto	Los Angeles	CA	90012	0 - Master
Ms. Rebecca Valdez	Los Angeles	CA	90012	0 - Master
Ms. Sarah Dussealt	Los Angeles	CA	90012	0 - Master
Ms. Sharon Lowe	Los Angeles	CA	90012	0 - Master
Ms. Susan Wong	Los Angeles	CA	90012	0 - Master
Mr. Kevin James	Los Angeles	CA	90017	0 - Master
Honorable Jose Huizar	Los Angeles	CA	90012	0 - Master
Mr. Kevin Ocubillo	Los Angeles	CA	90012	0 - Master
Mr. Paul Habib	Los Angeles	CA	90012	0 - Master
Mr. Rick Coca	Los Angeles	CA	90012	0 - Master
Mr. Shawn Kuk	Los Angeles	CA	90012	0 - Master
Mr. Vincent P. Bertoni	Los Angeles	CA	90012	0 - Master
Mr. Ken Bernstein	Los Angeles	CA	90012	0 - Master
Ms. Ellen Endo	Los Angeles	CA	90012	0 - Master
Ms. Danielle Brazell	Los Angeles	CA	90012	0 - Master
Mr. David Reyes	Los Angeles	CA	90012	0 - Master
Mr. Nate Hayward	Los Angeles	CA	90041	0 - Master
Ms. Blair Beston	Los Angeles	CA	90013	0 - Master
Ms. Trisha Murakawa	Redondo Beach	CA	90278	0 - Master
Mr. Rocio Hernandez	Los Angeles	CA	90033	0 - Master
Mr. Rusty Hicks	Los Angeles	CA	90006	0 - Master
Mr. Jose Huerta	Los Angeles	CA	90032	0 - Master
Ms. Erika Iverson	Woodland Hills	CA	91367	0 - Master
G. Mendel Stewart	Carlsbad	CA	92008	0 - Master
Jillian Wong	Diamond Bar	CA	91765	0 - Master
Lijin Sun	Diamond Bar	CA	91765	0 - Master
Mr. Steve Smith	Diamond Bar	CA	91765	0 - Master
Ms. Carol Gomez	Diamond Bar	CA	91765	0 - Master
Stan Myles	Diamond Bar	CA	91765	0 - Master
Fr. Doan Hoang	Los Angeles	CA	90012	0 - Master
Rev. Richard Hoynes Parish	Los Angeles	CA	90012	0 - Master

Ms. Anna Marie Cruz	Los Angeles	CA	90013	0 - Master
Mr. Bill Watanabe	Los Angeles	CA	90013	0 - Master
Mr. Chris Aihara	Los Angeles	CA	90013	0 - Master
Mr. Dean Matsubayashi	Los Angeles	CA	90013	0 - Master
Mr. Ron Fong	Los Angeles	CA	90013	0 - Master
Ms. Evelyn Yoshimura	Los Angeles	CA	90013	0 - Master
Ms. Remy De la Peza	Los Angeles	CA	90013	0 - Master
Mr. Craig Ishi	Los Angeles	CA	90012	0 - Master
Ms. Kristin Fukushima	Los Angeles	CA	90012	0 - Master
Ms. Leslie Ito	Los Angeles	CA	90012	0 - Master
Ms. Marlene Lee	Los Angeles	CA	90012	0 - Master
Mr. Yasuyama Hirayama	Los Angeles	CA	90012	0 - Master
Captain Marc Reina	Los Angeles	CA	90014	0 - Master
Ms. Deborah Gayle	Los Angeles	CA	90033	0 - Master
Ms. Tracy Berge	Pomona	CA	91767	0 - Master
Mr. Chip Israel	Long Beach	CA	90806	0 - Master
Store Manager	Los Angeles	CA	90013	0 - Master
Store Manager	Los Angeles	CA	90013	0 - Master
Store Manager	Los Angeles	CA	90013	0 - Master
Store Manager	Los Angeles	CA	90013	0 - Master
Store Manager	Los Angeles	CA	90013	0 - Master
Store Manager	Los Angeles	CA	90012	0 - Master
Mr. Samuel Unger	Los Angeles	CA	90013	0 - Master
Mr. Alan Kumamoto	Los Angeles	CA	90012	0 - Master
Ms. Courtney Thomas	Los Angeles	CA	90039	0 - Master
Mr. Eric Noh	Los Angeles	CA	90012	0 - Master
Honorable Kamala Harris	Los Angeles	CA	90012	0 - Master
Mr. Michael Okamura	Los Angeles	CA	90012	0 - Master
Mr. Daniel Kwok	Los Angeles	CA	90013	0 - Master
Mr. Howard Huie	Los Angeles	CA	90013	0 - Master
Mr. Tom Logan	Los Angeles	CA	90013	0 - Master
Ms. Aisley Kung	Los Angeles	CA	90013	0 - Master
Honorable Miguel Santiago	Los Angeles	CA	90013	0 - Master
Mr. David Juarez	Los Angeles	CA	90013	0 - Master
Mr. Mark Gonzalez	Los Angeles	CA	90013	0 - Master
Mr. Augustine Anijielo	Los Angeles	CA	90013	0 - Master
Mr. Eric Wu	Los Angeles	CA	90013	0 - Master
Ms. Marylou Hernandez	Los Angeles	CA	90017	0 - Master
Ms. Theresa Martinez	Los Angeles	CA	90071	0 - Master
Mr. Jeff Ball	Los Angeles	CA	90071	0 - Master
Ms. Michelle King	Los Angeles	CA	90017	0 - Master
Mr. Larry Day	Ontario	CA	91761	0 - Master
Mr. Gary Toebben	Los Angeles	CA	90017	0 - Master
Ms. Jessica Duboff	Los Angeles	CA	90017	0 - Master
Honorable Jimmy Gomez	Los Angeles	CA	90017	0 - Master

Mr. Nir Buras	Los Angeles	CA	90071	0 - Master
Mr. Philip Stake	Los Angeles	CA	90071	0 - Master
Mr. Sam Silverman	Culver City	CA	90232	0 - Master
Ms. Lucinda Starrett	Los Angeles	CA	90071	0 - Master
Mr. Danny Aleshire	Los Angeles	CA	90071	0 - Master
Ms. Beth Gordie	Los Angeles	CA	90071	0 - Master
Executive Director	Los Angeles	CA	90010	0 - Master
Mr. Will Wright	Los Angeles	CA	90010	0 - Master
LaShavio Johnson	Washington DC	DC	20001	0 - Master
Mr. John Fowler	Washington DC	DC	20001	0 - Master
Ms. Najah Duvall-Gabriel	Washington DC	DC	20001	0 - Master
Ms. Mary Acuna	Santa Ana	CA	92704	0 - Master
Ms. Betty Lynn Senes	Irvine	CA	92606	0 - Master
Mr. Donald Loo	Los Angeles	CA	90012	0 - Master
Ms. Gabrielle Newmark	Los Angeles	CA	90013	0 - Master
Fire Chief	Los Angeles	CA	90014	0 - Master
Ms. Jean Marie Hance	Los Angeles	CA	90012	0 - Master
Mr. Jodo Shuna	Los Angeles	CA	90013	0 - Master
Mr. Mark Chang	Los Angeles	CA	90071	0 - Master
Mr. Steve Agor	Los Angeles	CA	90071	0 - Master
Ms. Celeste Altimari	Los Angeles	CA	90071	0 - Master
Ms. Hilary Norton	Los Angeles	CA	90071	0 - Master
Ms. Lynne Cooper	Los Angeles	CA	90071	0 - Master
Fire Chief	Los Angeles	CA	90012	0 - Master
Store Manager	Los Angeles	CA	90013	0 - Master
Mr. Cecilio Nunez	Los Angeles	CA	90012	0 - Master
Honorable Hilda Solis	Los Angeles	CA	90012	0 - Master
Mr. Louis E. Skelton	Los Angeles	CA	90012	0 - Master
Executive Director	Los Angeles	CA	90013	0 - Master
Mr. Godfrey Wahcira	Los Angeles	CA	90020	0 - Master
Mr. Jose Pina	Los Angeles	CA	90020	0 - Master
Rev. Peter Hata	Los Angeles	CA	90013	0 - Master
Ms. Monica Herida	Los Angeles	CA	90013	0 - Master
Mr. Gene Hale	Los Angeles	CA	90065	0 - Master
Mr. Matt Maldonado	Los Angeles	CA	90071	0 - Master
Mr. Kumar Vethanayagam	Los Angeles	CA	90071	0 - Master
Mr. Phil klinkon	Los Angeles	CA	90014	0 - Master
Ms. Amy Chang	Los Angeles	CA	90014	0 - Master
Executive Director	Los Angeles	CA	90014	0 - Master
Store Manager	Los Angeles	CA	90013	0 - Master
Mr. Jonathan Parfrey	Los Angeles	CA	90013	0 - Master
Mr. Matt Petersen	Los Angeles	CA	90013	0 - Master
Mr. Omar Brownson	Los Angeles	CA	90013	0 - Master
Store Manager	Los Angeles	CA	90013	0 - Master
Mr. Dagher Dagher	Pasadena	CA	91101	0 - Master

Store Manager	Los Angeles	CA	90013	0 - Master
Executive Director	Los Angeles	CA	90013	0 - Master
Store Manager	Los Angeles	CA	90013	0 - Master
Store Manager	Los Angeles	CA	90013	0 - Master
Store Manager	Los Angeles	CA	90013	0 - Master
Ms. Sheila Wray Given	Glendale	CA	91203	0 - Master
Ms. Rebecca Morales	Los Angeles	CA	90071	0 - Master
Captain Sean C. Parker	Los Angeles	CA	90012	0 - Master
Executive Director	Los Angeles	CA	90012	0 - Master
Mr. Reuben Tolentino	Los Angeles	CA	90071	0 - Master
Mr. Michael Kelly	Los Angeles	CA	90071	0 - Master
Ms. Tracy Kelly	Los Angeles	CA	90065	0 - Master
Mr. Lewis MacAdams	Los Angeles	CA	90065	0 - Master
Ms. Karin Flores	Los Angeles	CA	90065	0 - Master
Store Manager	Los Angeles	CA	90013	0 - Master
Store Manager	Los Angeles	CA	90013	0 - Master
Store Manager	Los Angeles	CA	90013	0 - Master
Store Manager	Los Angeles	CA	90013	0 - Master
Store Manager	Los Angeles	CA	90013	0 - Master
Store Manager	Los Angeles	CA	90013	0 - Master
Mr. Chester Britt	Chino Hills	CA	91709	0 - Master
Mr. Jason Jackson	Chino Hills	CA	91709	0 - Master
Ms. Maria Herrera	Chino Hills	CA	91709	0 - Master
Ms. Stacey Falcioni	Chino Hills	CA	91709	0 - Master
Store Manager	Los Angeles	CA	90013	0 - Master
Store Manager	Los Angeles	CA	90013	0 - Master
Store Manager	Los Angeles	CA	90013	0 - Master
Mr. Gabe Kramer	Los Angeles	CA	90036	0 - Master
Mr. Jim Hamlin	Los Angeles	CA	90017	0 - Master
Mr. Brian Khouzakoun	San Francisco	CA	94108	0 - Master
Mr. Michael Murillo	San Francisco	CA	94108	0 - Master
Ms. Namatra Cariapa	Los Angeles	CA	90071	0 - Master
Ms. Wendy Butts	Los Angeles	CA	90015	0 - Master
Mr. Dustan Batton	Commerce	CA	90040	0 - Master
Ms. Tracy Rafter	Commerce	CA	90040	0 - Master
Mr. Sauli Danpour	Los Angeles	CA	90017	0 - Master
Mr. John Howland	Los Angeles	CA	90017	0 - Master
Ms. Shawn Bratton	Los Angeles	CA	90017	0 - Master
Mr. Shane Phillips	Los Angeles	CA	90017	0 - Master
Ms. Jessica Lall	Los Angeles	CA	90017	0 - Master
Ms. Marie Rumsey	Los Angeles	CA	90017	0 - Master
Honorable Dilip Bhavnani	Los Angeles	CA	90021	0 - Master
Honorable Matt Klein	Los Angeles	CA	90021	0 - Master
Mr. Miguel Vargas	Los Angeles	CA	90021	0 - Master
Mr. Tony Bravo	Los Angeles	CA	90021	0 - Master
Mr. Andrew Brady	Los Angeles	CA	90071	0 - Master

Mr. Ryan Leaderman	Los Angeles	CA	90071	0 - Master
Ms. Catherine Norian	Los Angeles	CA	90071	0 - Master
Mr. Bryan Moller	Los Angeles	CA	90014	0 - Master
Mr. Eric Bruins	Los Angeles	CA	90014	0 - Master
Mr. Erik Jansen	Los Angeles	CA	90014	0 - Master
Ms. Lyndsey Nolan	Los Angeles	CA	90014	0 - Master
Mr. Denny Zane	Los Angeles	CA	90014	0 - Master
Ms. Kerry Morrison	Hollywood	CA	90028	0 - Master
Mr. Andrew Royston	Los Angeles	CA	90017	0 - Master
Executive Director	Los Angeles	CA	90012	0 - Master
Mr. Art Leahy	Los Angeles	CA	90017	0 - Master
Mr. Kim Yu	Los Angeles	CA	90017	0 - Master
Mr. Roderick Diaz	Los Angeles	CA	90017	0 - Master
Ms. Sherita Coffelt	Los Angeles	CA	90017	0 - Master
Mr. Russell C. Roney	Los Angeles	CA	90017	0 - Master
Ms. Martha Cox-Nitikman	Los Angeles	CA	90017	0 - Master
Mr. Michael Komai	Los Angeles	CA	90013	0 - Master
Mr. Yoko Otsuki	Los Angeles	CA	90013	0 - Master
Mr. Joel Trejo	Los Angeles	CA	90017	0 - Master
Ms. Estela Lopez	Los Angeles	CA	90021	0 - Master
Executive Director	Los Angeles	CA	90012	0 - Master
Ms. Deysi Blanco	Los Angeles	CA	90041	0 - Master
Connell Dunning	San Francisco	CA	91405	0 - Master
Mr. Roy Jasso	Los Angeles	CA	90012	0 - Master
Ms. Danee Prasert	Los Angeles	CA	90012	0 - Master
Mr. Chester Chong	Los Angeles	CA	90012	0 - Master
Mr. Jeff Morales	Sacramento	CA	95814	0 - Master
Mr. Frank Mastroly	Huntington Beach	CA	92648	0 - Master
Mr. Shawn Gehle	San Diego	CA	92101	0 - Master
Ms. Tam Tran	San Diego	CA	92101	0 - Master
Ms. Veronica Hahni	Los Angeles	CA	90017	0 - Master
Ms. Tara Thomas	Los Angeles	CA	90012	0 - Master
	Los Angeles	CA	90013	0 - Master
Mr. John Jason	Los Angeles	CA	90013	0 - Master
Ms. Cheyanne Sauter	Los Angeles	CA	90013	0 - Master
Store Manager	Los Angeles	CA	90012	0 - Master
Mr. Abhimanyu Rastogi	Los Angeles	CA	90017	0 - Master
Executive Director	Los Angeles	CA	90013	0 - Master
Mr. Vance Ikkanda	Los Angeles	CA	90012	0 - Master
Senior Pastor	Los Angeles	CA	90012	0 - Master
Hassan Ikhrata	Los Angeles	CA	90017	0 - Master
Mr. Wendell Mortimer	Los Angeles	CA	90041	0 - Master
Store Manager	Los Angeles	CA	90012	0 - Master
Ms. Sharon Tye	Buena Park	CA	90621	0 - Master
Mr. Javier Hernandez	Los Angeles	CA	90012	0 - Master

Mr. Waqas Rehman	Los Angeles	CA	90012	0 - Master
Ms. Maria Cabildo	Los Angeles	CA	90012	0 - Master
Ms. Teresa Villegas	Los Angeles	CA	90012	0 - Master
Ms. Candice Hughes	Los Angeles	CA	90017	0 - Master
Mr. Hector Santiago	Los Angeles	CA	90017	0 - Master
Mr. Chris Cooper	Irvine	CA	92618	0 - Master
Ms. Leslie T. Rogers	San Francisco	CA	94103	0 - Master
Mr. Eric Stultz	Los Angeles	CA	90013	0 - Master
Mr. Bill Swindle	Los Angeles	CA	91803	0 - Master
Sree Kumar	Alhambra	CA	91803	0 - Master
Executive Director	Los Angeles	CA	90012	0 - Master
Mr. David Houston	Los Angeles	CA	90012	0 - Master
Mr. Daniel Swenson	Los Angeles	CA	90017	0 - Master
Mr. Stephanie Hall	Los Angeles	CA	90017	0 - Master
Mr. William Leady	Los Angeles	CA	90017	0 - Master
Ms. Hanna Kim	Los Angeles	CA	90017	0 - Master
Mr. Mike Okamoto	Los Angeles	CA	91803	0 - Master
Mr. Michael Burke	Los Angeles	CA	90013	0 - Master
Ms. Melissa Richardson Banks	Los Angeles	CA	90013	0 - Master
Ms. David Stahl	Los Angeles	CA	90012	0 - Master
Executive Director	Los Angeles	CA	90012	0 - Master
Executive Director	Los Angeles	CA	90012	0 - Master
Ms. Jean Chan	Los Angeles	CA	90012	0 - Master
Ms. Mee Semcken	Los Angeles	CA	90012	0 - Master
Rev. Richard Chuman	Los Angeles	CA	90012	0 - Master
CEQA Compliance	El Monte	CA	91731	0 - Master
Mr. Hernan Diaz Alonso	Los Angeles	CA	90013	0 - Master
Mr. Andrew Werner	Los Angeles	CA	90013	0 - Master
Mr. Eric Moss	Los Angeles	CA	90013	0 - Master
Mr. John Enright	Los Angeles	CA	90013	0 - Master
Mr. Paul Holliday	Los Angeles	CA	90013	0 - Master
Ms. Cindy Jollotta	Los Angeles	CA	90013	0 - Master
Ms. Nicole Fisher	Los Angeles	CA	90013	0 - Master
Executive Director	Los Angeles	CA	90013	0 - Master
Mr. Wai-Sing Ming	Los Angeles	CA	90012	0 - Master
Ms. Sissy Trinh	Los Angeles	CA	90012	0 - Master
Store Manager	Los Angeles	CA	90013	0 - Master
Mr. Brian Lam	Los Angeles	CA	90012	0 - Master
Ms. Danielle Valentino	Los Angeles	CA	90012	0 - Master
Ms. Letitia Ivins	Los Angeles	CA	90012	0 - Master
Chan	Los Angeles	CA	90012	0 - Master
Geyner Paz	Los Angeles	CA	90012	0 - Master
Mr. Anthony Zamora	Los Angeles	CA	90012	0 - Master
Mr. Cris Liban	Los Angeles	CA	90012	0 - Master
Mr. Dave Sotero	Los Angeles	CA	90012	0 - Master

Mr. David Mieger		Los Angeles	CA	90012	0 - Master
Mr. Matthew Marquez		Los Angeles	CA	90012	0 - Master
Mr. Michael Cortez		Los Angeles	CA	90012	0 - Master
Mr. Ned Racine		Los Angeles	CA	90012	0 - Master
Mr. Richard Lozano		Los Angeles	CA	90012	0 - Master
Mr. Rick Meade		Los Angeles	CA	90012	0 - Master
Mr. Roger Martin		Los Angeles	CA	90012	0 - Master
Mr. Ronald Stamm		Los Angeles	CA	90012	0 - Master
Mr. Steve Hymon		Los Angeles	CA	90012	0 - Master
Mr. Steven Brye		Los Angeles	CA	90012	0 - Master
Ms. Andrina Dominguez		Los Angeles	CA	90012	0 - Master
Ms. Anna Chen		Los Angeles	CA	90012	0 - Master
Ms. Christina Harrington		Los Angeles	CA	90012	0 - Master
Ms. Dilara Rodriguez		Los Angeles	CA	90012	0 - Master
Ms. Ebelin Castillo		Los Angeles	CA	90012	0 - Master
Ms. Ginny Brideau		Los Angeles	CA	90012	0 - Master
Ms. Isabel Sanchez Dunn		Los Angeles	CA	90012	0 - Master
Ms. Jeanmarie Hance		Los Angeles	CA	90012	0 - Master
Ms. Jody Litvak		Los Angeles	CA	90012	0 - Master
Ms. June Susilo		Los Angeles	CA	90012	0 - Master
Ms. Kasey Shuda		Los Angeles	CA	90012	0 - Master
Ms. Maressa Sah		Los Angeles	CA	90012	0 - Master
Ms. Olga Arroyo		Los Angeles	CA	90012	0 - Master
Ms. Patty Soto		Los Angeles	CA	90012	0 - Master
Ms. Paula Carvajal		Los Angeles	CA	90012	0 - Master
Simpson		Los Angeles	CA	90012	0 - Master
Gita Kapahi		Sacramento	CA	95812	0 - Master
Mr. Paul Dyson		Sacramento	CA	95814	0 - Master
Mr. Richard Corey		Sacramento	CA	95814	0 - Master
Mr. Scott Morgan		Sacramento	CA	95812	0 - Master
Ms. Patricia Wagner		San Dimas	CA	91773	0 - Master
Mr. Tom Savio		Los Angeles	CA	90041	0 - Master
Mr. Art Leahy		Los Angeles	CA	90053	0 - Master
Executive Director		Los Angeles	CA	90054	0 - Master
Ms. Barbara Lee		Sacramento	CA	95812	0 - Master
Mr. Todd Gaydowski		Los Angeles	CA	90086	0 - Master
Store Manager		Los Angeles	CA	90013	0 - Master
Ms. Chris Schmidt		Sacramento	CA	94274	0 - Master
AERC LEGENDARY JV LLC	OR CURRENT OCCUPANT	RICHMOND HEIGHTS	OH	44143	1 - Property Owner
L A CO METROPOLITAN TRANSPORTATION AUTHORITY	C/O DEPUTY EXECUTIVE OFFICER	LOS ANGELES	CA	90012	1 - Property Owner
L A C M T A	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHO	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
FUN CHENG & NANCY M LIN	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
STATE OF CA	C/O DEPT OF TRANSPORTATION	LOS ANGELES	CA	90012	1 - Property Owner
PBR REALTY LLC	OR CURRENT OCCUPANT	MILL VALLEY	CA	94941	1 - Property Owner

KELLER STREET DEVELOPMENT CO	OR CURRENT OCCUPANT	MILL VALLEY	CA	94941	1 - Property Owner
CP V 520 MATEO LLC	C/O CARMEL PARTNERS	SAN FRANCISCO	CA	94111	1 - Property Owner
THIRD ART HOLDINGS LLC	OR CURRENT OCCUPANT	LOS ANGELES	CA	90048	1 - Property Owner
PJ AND B INC	OR CURRENT OCCUPANT	LOS ANGELES	CA	90064	1 - Property Owner
SUZANNE P & ADAM LACROIX	OR CURRENT OCCUPANT	LOS ANGELES	CA	90042	1 - Property Owner
GERALD KAMITAKI	OR CURRENT OCCUPANT	NEW YORK	NY	10012	1 - Property Owner
STELLA M ISHII	OR CURRENT OCCUPANT	NEW YORK	NY	10012	1 - Property Owner
L A CITY	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
L A CITY	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
L A CITY	ASSET MANAGEMENT DIVISION	LOS ANGELES	CA	90012	1 - Property Owner
TIFFANY M KUO	OR CURRENT OCCUPANT	CLAREMONT	CA	91711	1 - Property Owner
MARILYNN FISCHER	OR CURRENT OCCUPANT	NORTH HOLLYWOOD	CA	91604	1 - Property Owner
L A CITY	C/O BUREAU OF ENGINEERING	LOS ANGELES	CA	90015	1 - Property Owner
HUDSON 1003 4TH PLACE LLC	C/O RICHARD HANNA	LOS ANGELES	CA	90025	1 - Property Owner
HUDSON 405 MATEO LLC	C/O HUDSON PACIFIC PROP INC	LOS ANGELES	CA	90025	1 - Property Owner
905 EAST SECOND SPE LLC	C/O LOWE ENT REAL ESTATE GROUP	LOS ANGELES	CA	90049	1 - Property Owner
MICHAEL CHANG	OR CURRENT OCCUPANT	LOS ANGELES	CA	90066	1 - Property Owner
CORINTA LLC	OR CURRENT OCCUPANT	NEWTON CENTER	MA	2459	1 - Property Owner
CALZAM PROPERTIES LLC	C/O HECTOR ZAMORA	LOS ANGELES	CA	90033	1 - Property Owner
KARECO INC	OR CURRENT OCCUPANT	GLENDALE	CA	91207	1 - Property Owner
NATASHA T & JAIME OLMOS	OR CURRENT OCCUPANT	SANTA MONICA	CA	90405	1 - Property Owner
SHAHRAM & FARAHNAZ RAZI	OR CURRENT OCCUPANT	LOS ANGELES	CA	90048	1 - Property Owner
CARLOS SERRAO	C/O T JACOBY FINANCIAL MGMT INC	LOS ANGELES	CA	90025	1 - Property Owner
RAJEEV PARMAR	OR CURRENT OCCUPANT	SAN FRANCISCO	CA	94103	1 - Property Owner
RICARDO MORENO	OR CURRENT OCCUPANT	SANTA MONICA	CA	90401	1 - Property Owner
MASAYUKI & TAKA OHASHI	OR CURRENT OCCUPANT	SAN MARINO	CA	91108	1 - Property Owner
JOHN MCINTOSH	OR CURRENT OCCUPANT	SAN FRANCISCO	CA	94127	1 - Property Owner
FOND LAND PRESERVATION FOUNDATION	OR CURRENT OCCUPANT	STUDIO CITY	CA	91604	1 - Property Owner
LUIS L & SHERRY S YEN	OR CURRENT OCCUPANT	CHINO HILLS	CA	91709	1 - Property Owner
PART ROSIN PROPERTIES LLC	C/O BRADLEY E PART	PLAYA VISTA	CA	90094	1 - Property Owner
TIMES CONSOLIDATION LLC	OR CURRENT OCCUPANT	LOS ANGELES	CA	90033	1 - Property Owner
JOE & MAE AKITA	OR CURRENT OCCUPANT	NORTH HOLLYWOOD	CA	91605	1 - Property Owner
UNALL ENTERPRISE INC	OR CURRENT OCCUPANT	SHERMAN OAKS	CA	91423	1 - Property Owner
HARLEY CROSS	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
1334 PARTNERS LP	OR CURRENT OCCUPANT	MANHATTAN BEACH	CA	90266	1 - Property Owner
WILLOW STUDIOS WEST LLC	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
PASTORAL PROYECTO	OR CURRENT OCCUPANT	LOS ANGELES	CA	90033	1 - Property Owner
HENRY H HSI	OR CURRENT OCCUPANT	MARINA DEL REY	CA	90292	1 - Property Owner
LIBIA J MELENDEZ	OR CURRENT OCCUPANT	MONTEBELLO	CA	90640	1 - Property Owner
GUILLERMO & MARIA ALMANZA	OR CURRENT OCCUPANT	LA PUENTE	CA	91746	1 - Property Owner
CORNER HOUSE LLC	C/O PEYMAN TOFER	LOS ANGELES	CA	90024	1 - Property Owner
BRAD C ZOELICK	OR CURRENT OCCUPANT	LOS ANGELES	CA	90021	1 - Property Owner
BELLA PROPERTIES AD LLC	OR CURRENT OCCUPANT	WHITTIER	CA	90601	1 - Property Owner
3 STEEL LLC	C/O JAY MANGEL	SHERMAN OAKS	CA	91403	1 - Property Owner
ROCK HILL HOLDINGS LLC	C/O LEGEND REAL ESTATE MNGMT INC	LOS ANGELES	CA	90015	1 - Property Owner

SSE REAL ESTATE GROUP LLC	OR CURRENT OCCUPANT	LOS ANGELES	CA	90049	1 - Property Owner
RICHARD J CHYLINSKI	OR CURRENT OCCUPANT	WEST COVINA	CA	91791	1 - Property Owner
TIMOTHY SMITH	OR CURRENT OCCUPANT	ENCINO	CA	91436	1 - Property Owner
DIIG LLC	C/O ALAN AND SOPHIE ALPERT	ENCINO	CA	91436	1 - Property Owner
CHERRY LAND COMPANY NEW LLC	OR CURRENT OCCUPANT	LOS ANGELES	CA	90026	1 - Property Owner
DAST LLC	MICHAEL HACKMAN, ESQ	ENCINO	CA	91436	1 - Property Owner
JAMES & KAREN MANGIAMELE	OR CURRENT OCCUPANT	LOS ANGELES	CA	90028	1 - Property Owner
JEREMIAH B AXELROD	OR CURRENT OCCUPANT	RIVERSIDE	CA	92506	1 - Property Owner
STEVEN YU	OR CURRENT OCCUPANT	ROWLAND HEIGHTS	CA	91748	1 - Property Owner
JEANNE R HOPPER	OR CURRENT OCCUPANT	ENCINITAS	CA	92024	1 - Property Owner
DUESENBERG INVESTMENT COMPANY	OR CURRENT OCCUPANT	LOS ANGELES	CA	90067	1 - Property Owner
DUESENBERG INVESTMENT COMPANY	WILLIAM S ANDERSON,ESQ	LOS ANGELES	CA	90067	1 - Property Owner
LA CIENEGA COURT LLC	C/O DARIUSH POURRAHMANI	LOS ANGELES	CA	90021	1 - Property Owner
BRIAN A SASSI	OR CURRENT OCCUPANT	ALTADENA	CA	91001	1 - Property Owner
L A CITY	C/O CITY HALL EAST	LOS ANGELES	CA	90012	1 - Property Owner
ARTS DISTRICT LLC	OR CURRENT OCCUPANT	WOODLAND HILLS	CA	91364	1 - Property Owner
DENISE E WALKER	OR CURRENT OCCUPANT	WEST COVINA	CA	91791	1 - Property Owner
CAROUSEL PROPERTIES INC	OR CURRENT OCCUPANT	COVINA	CA	91723	1 - Property Owner
LISA FERGUSON	OR CURRENT OCCUPANT	WOODLAND HILLS	CA	91367	1 - Property Owner
LACMTA	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
RODERICK B & FIONA DIAZ	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
LLOYD P & PAMELA ANDERSON	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
NELSON E GIBBS	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
JEFFREY R BOLAND	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
MARC ROUSSEL	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
SERGIE B LOOBKOFF	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
MICHAEL BREWER	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
ANN H WALLACE	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
ADAM LEIPZIG	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
HOWARD H STOVER	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
JEFFREY S KIM	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
MICHAEL D & NANCY C MOOSLIN	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
TIMOTHY B KEATING	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
MATTHEW D RUTHERFORD	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
RINAT GREENBERG	OR CURRENT OCCUPANT	LOS ANGELES	CA	90068	1 - Property Owner
SCOTT W CAMPBELL	OR CURRENT OCCUPANT	SAN FRANCISCO	CA	94114	1 - Property Owner
ARTHUR NELSON	OR CURRENT OCCUPANT	LOS ANGELES	CA	90068	1 - Property Owner
MARY & NICKIE RANTES	OR CURRENT OCCUPANT	LOS ANGELES	CA	90057	1 - Property Owner
EUGENE & SANG HWANG	OR CURRENT OCCUPANT	COMMERCE	CA	90040	1 - Property Owner
ROBERT L & DENISE E WALKER	OR CURRENT OCCUPANT	LOS ANGELES	CA	90033	1 - Property Owner
ROGELIO A MATA	OR CURRENT OCCUPANT	LOS ANGELES	CA	90027	1 - Property Owner
DOUGLAS TAUSIK	OR CURRENT OCCUPANT	LOS ANGELES	CA	90027	1 - Property Owner
SHIRIN NOORAVI	OR CURRENT OCCUPANT	CALABASAS	CA	91302	1 - Property Owner
BNSF RAILWAY COMPANY E 804-19-2K PAR 36	SBE 804-19-2K PAR 36	FORT WORTH	TX	76131	1 - Property Owner
VM STEEL LLC	OR CURRENT OCCUPANT	LOS ANGELES	CA	90033	1 - Property Owner

1442 EAST 6TH STREET LLC	OR CURRENT OCCUPANT	BEVERLY HILLS	CA	90212	1 - Property Owner
BOYD CARGILL	OR CURRENT OCCUPANT	PERRIS	CA	92571	1 - Property Owner
DON FLEISCHMAN	OR CURRENT OCCUPANT	PASADENA	CA	91107	1 - Property Owner
ROGER S & MARILYN S WOLK	OR CURRENT OCCUPANT	MALIBU	CA	90265	1 - Property Owner
953 ASSOCIATES LLC	C/O MARK A ROTHENBERG	GLENDALE	CA	91206	1 - Property Owner
JOHN FRIEDMAN	OR CURRENT OCCUPANT	LOS ANGELES	CA	90039	1 - Property Owner
YOONS FAMILY LIMITED PARTNERSHIP	OR CURRENT OCCUPANT	VERNON	CA	90058	1 - Property Owner
BUTTERFIELD TRAILS LP	OR CURRENT OCCUPANT	SAN DIEGO	CA	92106	1 - Property Owner
URBAN FORESIGHT V LLC	C/O CAPITAL FORESIGHT LP	LOS ANGELES	CA	90077	1 - Property Owner
WALTER F WILLIG	OR CURRENT OCCUPANT	BURLINGAME	CA	94010	1 - Property Owner
SUSAN E MOODY	OR CURRENT OCCUPANT	ARCADIA	CA	91006	1 - Property Owner
LOS ANGELES MISSION INC	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
CARLEY DEVLIN	OR CURRENT OCCUPANT	TOPANGA	CA	90290	1 - Property Owner
DIANE HALL	C/O AILEEM COMORA	BEVERLY HILLS	CA	90211	1 - Property Owner
P & L TAHERPOUR	OR CURRENT OCCUPANT	SHERMAN OAKS	CA	91423	1 - Property Owner
VIGNES ARTS BUILDING LLC	C/O VANESSA M ZARATE	LOS ANGELES	CA	90023	1 - Property Owner
3 STEEL LLC	C/O VERA CAMPBELL	LOS ANGELES	CA	90033	1 - Property Owner
ARCHDIOCESE OF L A EDUC AND WELFARE CORP	OR CURRENT OCCUPANT	LOS ANGELES	CA	90010	1 - Property Owner
NEWBERRY DTLA LLC	C/O SOHRAB SASSOUNIAN	BEVERLY HILLS	CA	90210	1 - Property Owner
KWANG E & JAE C YI	OR CURRENT OCCUPANT	BURBANK	CA	91504	1 - Property Owner
ART DISTRICT E4 LLC	OR CURRENT OCCUPANT	NEW YORK	NY	10118	1 - Property Owner
L A UNIFIED SCHOOL DIST	OR CURRENT OCCUPANT	LOS ANGELES	CA	90071	1 - Property Owner
L A CITY	OR CURRENT OCCUPANT	LOS ANGELES	CA	90033	1 - Property Owner
STEWART K YABUTANI	OR CURRENT OCCUPANT	SAN PEDRO	CA	90731	1 - Property Owner
NVN PROPERTIES LLC	OR CURRENT OCCUPANT	ENCINO	CA	91436	1 - Property Owner
JAMES H MCMATH	OR CURRENT OCCUPANT	CARMEL	NY	10512	1 - Property Owner
L A CITY	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
WINCA ENTERPRISES INC	OR CURRENT OCCUPANT	SAN GABRIEL	CA	91776	1 - Property Owner
DUESENBERG INVESTMENT CO	JOHN ANDERSON	LOS ANGELES	CA	90033	1 - Property Owner
UPPER CRUST ENTERPRISE INC	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
DAVID CERWONKA	OR CURRENT OCCUPANT	LOS ANGELES	CA	90029	1 - Property Owner
L A CO METROPOLITAN ANSPORTATION AUTHORITY	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
500 SOUTH MATEO STREET LLC	C/O FARHAD ESMALZADEH	ENCINO	CA	91436	1 - Property Owner
NANCY A & CLAUDE E KENT	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
GINA AMOROSO	OR CURRENT OCCUPANT	SONOMA	CA	95476	1 - Property Owner
805 TRACTION LLC	OR CURRENT OCCUPANT	ALTADENA	CA	91001	1 - Property Owner
GLORIA J JORDAN	OR CURRENT OCCUPANT	FALLBROOK	CA	92028	1 - Property Owner
EDWARD & CHARLOTTE REEDY	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
JOSHUA SIEGEL	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
CHARLES KIM	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
JENNIFER N LEVINE	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
ROBERT & RAQUEL DEPIANO	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
HERNAN J ALONSO	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
HENRY VERSENDAAL	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
MARK L PRICEMAN	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner

ANDY WONG	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
TIMOTHY SMITH	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
ROBERT MASON	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
ERICA A BERGER	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
DENTON C BIETY	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
MICHAEL A BAUM	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
AMY L HACKNEY	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
MICHAEL C MARKS	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
GORDON WANGERSHEIM	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
STANLEY ROSEN	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
JIRAWAT JEAMVIGITE	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
PHILIP I CHIANG	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
ROBIN PETERING	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
NATHAN B KOACH	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
JENNY L JUE	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
OWEN VILLA	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
PORNCHAI MITTONGTARE	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
LAUREN CRANIOTES	C/O SONY PICTURES	LOS ANGELES	CA	90013	1 - Property Owner
MARK H HELF	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
ARTS DISTRICT CROSSING OWNER LLC	OR CURRENT OCCUPANT	NEW YORK	NY	10017	1 - Property Owner
JOSEPH & GAIL ZARITSKY	OR CURRENT OCCUPANT	LOS ANGELES	CA	90027	1 - Property Owner
GJ TEMPLE CENTER LLC	C/O SANG BIN KIM	LA CANADA FLINTRIDGE	CA	91011	1 - Property Owner
TOMOKAZU & KIMIKO YOSHIMURA	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
JOHN K CHO	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
ADA CHAN	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
STEPHEN J TERRY	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
MISHA K GRAVENOR	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
ANN C JANES	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
FAUSTO A & BELLA M LOPEZ	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
GEOFFREY S DOWNS	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
CHRISTOPHER NICHOLS	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
WILLIAM E DOYLE	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
DARYL CHOU	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
CHRISTOPHER V NELSON	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
KYUNG W CHOI	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
MARMAN CORDOVA	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
CARLOS SERRAO	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
TODD M HORNER	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
530 MOLINO 204 LLC	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
CHRISTOPHER JONES	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
ADAM NORMANDIN	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
KENDRA V VLIET	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
WILLIAM R SHILLAND	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
MICAH B HEIMLICH	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
CHRISTIAN & ADRIANN COCKER	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner

PENNY R RAILE	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
IAN BLACKBURN	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
JEFFREY D LUKSCH	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
AMANDA D CLUNE	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
LAUREN R CRANIOTES	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
LACMTA	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
AILEEN LLC	C/O SUTTON PLACE LTD	RENO	NV	89511	1 - Property Owner
HOBART & KYUNGJOO EPSTEIN	OR CURRENT OCCUPANT	LA CANADA FLINTRIDGE	CA	91011	1 - Property Owner
MUTUAL INVESTMENTS LLC	OR CURRENT OCCUPANT	LOS ANGELES	CA	90004	1 - Property Owner
KAPLAN MARVIN AND MOORE LLC	OR CURRENT OCCUPANT	LOS ANGELES	CA	90071	1 - Property Owner
LINH N NGUYEN TRUC	OR CURRENT OCCUPANT	LOS ANGELES	CA	90004	1 - Property Owner
CAMILLES INC ATTN ACCTS PAYABLE	OR CURRENT OCCUPANT	LOS ANGELES	CA	90036	1 - Property Owner
940 E2S LLC	OR CURRENT OCCUPANT	OAKLAND	CA	94618	1 - Property Owner
NANCY A PRIESTER PAGE	OR CURRENT OCCUPANT	CAVE CREEK	AZ	85331	1 - Property Owner
WALLACE HUANG	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
GREGORY HEET	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
582 MATEO LLC	C/O EVAN KAIZER	LOS ANGELES	CA	90048	1 - Property Owner
WOO PROPERTIES	OR CURRENT OCCUPANT	LOS ANGELES	CA	90014	1 - Property Owner
GRETCHEN & JAMES GORMAN	OR CURRENT OCCUPANT	NEWPORT BEACH	CA	92663	1 - Property Owner
SOVRAN ACQUISITION LP	C/O TAMMY GARDNER	WILLIAMSVILLE	NY	14221	1 - Property Owner
RALPH IVERSON	OR CURRENT OCCUPANT	ARLINGTON	MA	2474	1 - Property Owner
FRANK & BECKY GALLO	OR CURRENT OCCUPANT	LOS ANGELES	CA	90021	1 - Property Owner
STORAGE PUBLIC	OR CURRENT OCCUPANT	GLENDALE	CA	91201	1 - Property Owner
CAROLINA PINES LLC	C/O BARBARA A BLAKE	PASADENA	CA	91106	1 - Property Owner
FUKUI MORTUARY INC	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
HIROSHIMA KENJINKAI OF SOUTHERN CALIFORNIA	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
GREENBERG MICHAEL CO TR	OR CURRENT OCCUPANT	BEVERLY HILLS	CA	90210	1 - Property Owner
TRACTION HOLDINGS DTLA LLC	OR CURRENT OCCUPANT	LOS ANGELES	CA	90021	1 - Property Owner
CHALMERS SANTA FE LLC	OR CURRENT OCCUPANT	PICO RIVERA	CA	90660	1 - Property Owner
F O C ELECTRONICS INC	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
AMAYS BAKERY AND NOODLE CO INC	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
STEVES & CYNTHIA RODRIGUEZ	OR CURRENT OCCUPANT	BEVERLY HILLS	CA	90211	1 - Property Owner
LACMTA	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
JULIAN DE MARTINO	C/O J BERLIANT	WEST HOLLYWOOD	CA	90069	1 - Property Owner
STEVEN J WACKS	OR CURRENT OCCUPANT	LOS ANGELES	CA	90036	1 - Property Owner
CENTER ST REALTY INVESTORS LLC	C/O MICHAEL STEINBERG	SOUTH GATE	CA	90280	1 - Property Owner
SFR 2012 1 US WEST LLC	OR CURRENT OCCUPANT	SCOTTSDALE	AZ	85255	1 - Property Owner
AUSTIA H & JULIANNE M PARK	OR CURRENT OCCUPANT	BUENA PARK	CA	90621	1 - Property Owner
GREG W & SUSAN PAIK	OR CURRENT OCCUPANT	DOWNEY	CA	90240	1 - Property Owner
FREDERIC D COHEN	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
BRIAN D PATTERSON	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
JOEL H CHANG	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
DAVID & CHRISTINA ZASTROW	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
TIMOTHY M & VIVI T LYNCH	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
JEFFERY R WALKER	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner

RAYMOND W SAKAI	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
CHRISTOPHER A SACHS	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
MARY L FULTON	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
MELISSA NATAVIO	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
IVAR CHAN	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
CHRISTOPHER S SMITH	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
GLORIA LEE	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
MALVIN N HWEE	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
KERRY R BENSINGER	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
JOSE G PADILLA	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
CHERYL S CHANG	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
JOO HONG CHAN	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
MOHAMMED A BARAKAT	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
TODD A BENTJEN	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
FARNOOSH FARHIDMEHR	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
9ZERO4 LLC	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
JUSTIN & NANCI LEEPER	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
LEVINE 1 6 LLC	OR CURRENT OCCUPANT	BEVERLY HILLS	CA	90212	1 - Property Owner
URSULA M COLLISON	OR CURRENT OCCUPANT	VENICE	CA	90291	1 - Property Owner
ANN ENTERPRISES LLC	C/O MARC SPILO	SANTA MONICA	CA	90403	1 - Property Owner
KIM PO CHENG	OR CURRENT OCCUPANT	TEMPLE CITY	CA	91780	1 - Property Owner
SOUTHERN CALIFORNIA INSTITUTE OF ARCHITECTURE	C/O DIRECTOR OF FINANCE	LOS ANGELES	CA	90017	1 - Property Owner
RUTH SUGARMAN	C/O NANCY J MELLO	SUNLAND	CA	91040	1 - Property Owner
LOS ANGELES HOLDINGS LLC	MAURICE MOSSAVIEH	LOS ANGELES	CA	90024	1 - Property Owner
1 SF-C LLC THE MCGREGOR COMPANY	ATTN: CHARLES F COWLEY III	BEVERLY HILLS	CA	90212	1 - Property Owner
MICHAEL J ALEXONIS	OR CURRENT OCCUPANT	RANCHO MIRAGE	CA	92270	1 - Property Owner
WILKIE HAWTHORNE LLC	OR CURRENT OCCUPANT	LOS ANGELES	CA	90015	1 - Property Owner
STOVER SEED CO	OR CURRENT OCCUPANT	SUN VALLEY	CA	91353	1 - Property Owner
HUNG R & VIVINE H WANG	OR CURRENT OCCUPANT	BEVERLY HILLS	CA	90209	1 - Property Owner
JOHN B RUSCONI	OR CURRENT OCCUPANT	LOS ANGELES	CA	90021	1 - Property Owner
MANSOOR DAWOODBHOY	OR CURRENT OCCUPANT	TUCSON	AZ	85726	1 - Property Owner
L A CITY	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
IZHAK & HENRIETE SARAF	OR CURRENT OCCUPANT	TARZANA	CA	91357	1 - Property Owner
CORINTA LLC	OR CURRENT OCCUPANT	NEWTON CENTER	MA	2459	1 - Property Owner
HARMONY INVESTMENT LLC	CECILIA W SIU	PASADENA	CA	91116	1 - Property Owner
ALEXANDRA HEDISON	OR CURRENT OCCUPANT	WEST HOLLYWOOD	CA	90069	1 - Property Owner
STOVER SEED CO	OR CURRENT OCCUPANT	LOS ANGELES	CA	90086	1 - Property Owner
VINCENT X GRBACH	OR CURRENT OCCUPANT	LOS ANGELES	CA	90086	1 - Property Owner
PRESTWICK HOLDING LP	WALL STREET PLAZA	LOS ANGELES	CA	90086	1 - Property Owner
LAI GROUP II LLC	OR CURRENT OCCUPANT	TEMPLE CITY	CA	91780	1 - Property Owner
YONGWON KIM	OR CURRENT OCCUPANT	SEOUL, SOUTH KOREA			1 - Property Owner
CURRENT OCCUPANT		LOS ANGELES	CA	90012	2 - Situs
CURRENT OCCUPANT		LOS ANGELES	CA	90013	2203 2 - Situs
CURRENT OCCUPANT		LOS ANGELES	CA	90012	2 - Situs
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CURRENT OCCUPANT	LOS ANGELES	CA	90033	3211 2 - Situs
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CURRENT OCCUPANT	LOS ANGELES	CA	90033	2101 2 - Situs
CURRENT OCCUPANT	LOS ANGELES	CA	90013	2238 2 - Situs
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CURRENT OCCUPANT	LOS ANGELES	CA	90021	1307 2 - Situs
CURRENT OCCUPANT	LOS ANGELES	CA	90017	1301 2 - Situs
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CURRENT OCCUPANT	LOS ANGELES	CA	90033	4248 2 - Situs
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CURRENT OCCUPANT	LOS ANGELES	CA	90021	1308 2 - Situs
CURRENT OCCUPANT	LOS ANGELES	CA	90021	1321 2 - Situs
CURRENT OCCUPANT	LOS ANGELES	CA	90033	2109 2 - Situs
CURRENT OCCUPANT	LOS ANGELES	CA	90033	3207 2 - Situs
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CURRENT OCCUPANT	LOS ANGELES	CA	90012	4350 2 - Situs
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CURRENT OCCUPANT	LOS ANGELES	CA	90033	2103 2 - Situs
CURRENT OCCUPANT	LOS ANGELES	CA	90012	4034 2 - Situs
CURRENT OCCUPANT	LOS ANGELES	CA	90033	2103 2 - Situs
CURRENT OCCUPANT	LOS ANGELES	CA	90033	2103 2 - Situs
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CURRENT OCCUPANT	LOS ANGELES	CA	90033	3719 2 - Situs
CURRENT OCCUPANT	LOS ANGELES	CA	90033	3709 2 - Situs
CURRENT OCCUPANT	LOS ANGELES	CA	90033	3751 2 - Situs
CURRENT OCCUPANT	LOS ANGELES	CA	90033	3718 2 - Situs
CURRENT OCCUPANT	LOS ANGELES	CA	90033	2105 2 - Situs
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CURRENT OCCUPANT	LOS ANGELES	CA	90033	4228 2 - Situs
CURRENT OCCUPANT	LOS ANGELES	CA	90013	2239 2 - Situs
CURRENT OCCUPANT	LOS ANGELES	CA	90013	2232 2 - Situs
CURRENT OCCUPANT	LOS ANGELES	CA	90013	2233 2 - Situs
CURRENT OCCUPANT	LOS ANGELES	CA	90013	2250 2 - Situs
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CURRENT OCCUPANT	LOS ANGELES	CA	90012	3412 2 - Situs
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CURRENT OCCUPANT	LOS ANGELES	CA	90012	3420 2 - Situs
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CURRENT OCCUPANT	LOS ANGELES	CA	90013	1820 2 - Situs



Division 20 Portal Widening and Turnback Facility

Appendix C

Print Advertisements

Appendix C.1

NOP Ads

Appendix C.2

Revised NOP Ads

Appendix C.1

NOP Ads

21860 BURBANK BLVD #200, WOODLAND HILLS, CA 91367
Telephone (818) 713-3393 / Fax (818) 713-3377

PROOF OF PUBLICATION

(2015.5 C.C.P.)

State of California)
County of LOS ANGELES) ss

Notice Type: GPN - GOVT PUBLIC NOTICE

Ad Description:

Div 20 Portal Widening and Turnback Fac NOP/EIR

I am a citizen of the United States and a resident of the State of California; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer of the DAILY NEWS LOS ANGELES, a newspaper published in the English language in the city of LOS ANGELES, county of LOS ANGELES, and adjudged a newspaper of general circulation as defined by the laws of the State of California by the Superior Court of the County of LOS ANGELES, State of California, under date 05/26/1983, Case No. C349217. That the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

10/18/2017

Executed on: 10/18/2017
At Los Angeles, California

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Signature



Email

* A 0 0 0 0 0 4 5 7 1 8 8 2 *

CNS #: 3060129



NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE: October 18, 2017
TO: Agencies, Organizations, and Interested Parties
SUBJECT: Notice of Preparation (NOP) of a Draft Environmental Impact Report
PROJECT TITLE: Division 20 Portal Widening/Turnback Facility
FROM: Los Angeles County Metropolitan Transportation Authority (Metro)

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The Division 20 Portal Widening/Turnback Facility Project (Proposed Project) would be located within and in the vicinity of the existing Division 20 Rail Yard. The Division 20 rail yard is an approximately 45-acre site that houses the Metro Red/Purple Line train storage and maintenance facilities. The existing rail yard is generally bounded by the Los Angeles River to the east, Santa Fe Avenue to the west, Ducommun Street to the north, and 6th Street Bridge to the south. The footprint of the Proposed Project includes expansion of the existing boundaries, west towards Center Street, and north towards Commercial Street. The western boundary of the Project Site includes commercial/industrial properties along Center Street, as well as the One Santa Fe mixed-use complex south of the 1st Street Bridge. Immediately to the south of the Project Site is the Arts District which is comprised of housing, industrial uses, commercial uses, art galleries, and exhibition warehouse spaces. Land uses to the north include commercial/industrial buildings, and the Los Angeles River is located to the east beyond freight rail tracks.

PROJECT INITIATION: On March 23, 2017, an Initial Study/Mitigated Negative Declaration was adopted by the Metro Board of Directors. Since that date, the design team has been looking at various design refinements to optimize operational flexibility at the turnback facility. These refinements require additional environmental analysis in the context of an Environmental Impact Report (EIR).

Pursuant to the California Environmental Quality Act (CEQA), Metro has initiated a Draft EIR process for the Division 20 Portal Widening/Turnback Facility Project. Metro is the lead agency for the Proposed Project. The Draft EIR will be prepared in accordance with Sections 15120 through 15132 of the CEQA Guidelines. The purpose of this notice is to alert interested parties regarding preparation of the Draft EIR, invite public participation in the CEQA scoping process, and announce the public scoping meeting.

PROJECT OBJECTIVES: Given the ongoing Metro Purple Line Westside Extension projects, storage constraints that inhibit fleet expansion, and the absence of a turnback facility, the goal of the Proposed Project is to accommodate the expansion and associated increased ridership of Metro's heavy rail system. The two objectives of the project are:

Objective #1: Construct core capacity improvements needed for increased service levels on Metro Red and Purple Lines.

Objective #2: Construct new tracks and switches that will allow trains to provide faster and more reliable service times at Union Station.

PROJECT DESCRIPTION: The Proposed Project would reconfigure existing tracks and access roads to accommodate a turnback facility at the Division 20 rail yard, construct new storage tracks, and widen the tunnel portal that currently connects to the Metro Red/Purple Line in order to substantially increase train movement within the yard. The existing turnback tracks would be extended towards 6th Street and reconfigured to provide faster service times at Union Station. All turnback tracks would be located within the footprint of the existing Division 20 Rail Yard. Additionally, the Proposed Project would install a new traction power substation and emergency backup power generator and modify the 1st Street Bridge to provide train access to the new storage tracks. The Proposed Project would demolish a total of approximately 306,875 square feet of existing buildings at the following addresses: 815 East Temple Street, 234 Center Street, 210 Center Street, 1001 East 1st Street, and 214 South Sarita Fe Avenue. Furthermore, the Proposed Project would vacate Jackson Street, Banning Street, and Ducommun Street in their segments east of Center Street.

PROBABLE ENVIRONMENTAL EFFECTS: The purpose of the Draft EIR is to disclose the impacts of the Proposed Project on the environment. The Draft EIR will address all topics listed in Appendix G of the CEQA Guidelines, and will focus on the following topics that have been identified as key impact areas:

- Aesthetics
- Air Quality
- Cultural Resources
- Energy Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Noise and Vibration
- Tribal Cultural Resources

Project design features and mitigation measures to reduce potentially significant impacts during construction and operation will be identified in the Draft EIR.

SCOPING MEETING: Two public scoping meetings to accept comments on the scope of the Draft EIR will be held on the dates and at the locations listed below.

Wednesday, October 25, 2017 6:00 p.m. to 8:00 p.m. Art Share LA 801 East 4th Place Los Angeles, CA 90013	Wednesday, November 8, 2017 3:00 pm to 5:00 pm Japanese American Cultural and Community Center 244 S. San Pedro Street Los Angeles, CA 90012
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The scope of the Draft EIR, including the project objectives, project area and description, and the environmental impacts to be evaluated will be presented at the public scoping meetings. All Metro meetings are held in Americans with Disability Act (ADA)-compliant facilities. Spanish and Japanese translations will be provided. ADA accommodations and other translations are available by calling (213) 922-4484 at least 72 hours in advance of the meeting.

COMMENT DUE DATE: Written comments on the scope of the Draft EIR, including the project area and description, the impacts to be evaluated, and the methodologies to be used in the evaluation, will be accepted during the comment period and should be sent to Metro on or before November 17, 2017 at the postal address or e-mail address below.

ADDRESSES: Comments will be accepted at the public scoping meeting or they may be sent to Cris B. Liban, D.Env., P.E., Executive Officer, Environmental Compliance and Sustainability, Metro, One Gateway Plaza, Mail Stop 99-16-9 or via e-mail at LibanE@metro.net. For more information, visit metro.net/capital projects or contact Michael Cortez, Community Relations Manager at cortezmic@metro.net or 213-922-4465.

CNS-3060129#

EASTSIDE SUN

This space for filing stamp only

161 S AVENUE 24, LOS ANGELES, CA 90031
Telephone (323) 221-1092 / Fax (323) 221-1090

CNS#: 3060131

PROOF OF PUBLICATION

(2015.5 C.C.P.)

State of California)
County of LOS ANGELES) ss

Notice Type: GPN - GOVT PUBLIC NOTICE

Ad Description:

Div 20 Portal Widening and Turnback Fac NOP/EIR

I am a citizen of the United States and a resident of the State of California; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer and publisher of the EASTSIDE SUN, a newspaper published in the English language in the city of LOS ANGELES, county of LOS ANGELES, and adjudged a newspaper of general circulation as defined by the laws of the State of California by the Superior Court of the County of LOS ANGELES, State of California, under date 06/21/1966, Case No. 884861. That the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

10/19/2017

Executed on: 10/19/2017
At Los Angeles, California

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

B. B. B. B.
Signature



Email

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Metro

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE: October 18, 2017
TO: Agencies, Organizations, and Interested Parties
SUBJECT: Notice of Preparation (NOP) of a Draft Environmental Impact Report
PROJECT TITLE: Division 20 Portal Widening/Turnback Facility
FROM: Los Angeles County Metropolitan Transportation Authority (Metro)

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The Division 20 Portal Widening/Turnback Facility Project (Proposed Project) would be located within and in the vicinity of the existing Division 20 Rail Yard. The Division 20 rail yard is an approximately 45-acre site that houses the Metro Red/Purple Line train storage and maintenance facilities. The existing rail yard is generally bounded by the Los Angeles River to the east, Santa Fe Avenue to the west, Ducommun Street to the north, and 6th Street Bridge to the south. The footprint of the Proposed Project includes expansion of the existing boundaries, west towards Center Street, and north towards Commercial Street. The western boundary of the Project Site includes commercial/industrial properties along Center Street, as well as the One Santa Fe mixed-use complex south of the 1st Street Bridge. Immediately to the south of the Project Site is the Arts District which is comprised of housing, industrial uses, commercial uses, art galleries, and exhibition warehouse spaces. Land uses to the north include commercial/industrial buildings, and the Los Angeles River is located to the east beyond freight rail tracks.

PROJECT INITIATION: On March 23, 2017, an Initial Study/Mitigated Negative Declaration was adopted by the Metro Board of Directors. Since that date, the design team has been looking at various design refinements to optimize operational flexibility at the turnback facility. These refinements require additional environmental analysis in the context of an Environmental Impact Report (EIR).

Pursuant to the California Environmental Quality Act (CEQA), Metro has initiated a Draft EIR process for the Division 20 Portal Widening/Turnback Facility Project. Metro is the lead agency for the Proposed Project. The Draft EIR will be prepared in accordance with Sections 15120 through 15132 of the CEQA Guidelines. The purpose of this notice is to alert interested parties regarding preparation of the Draft EIR, invite public participation in the CEQA scoping process, and announce the public scoping meeting.

PROJECT OBJECTIVES: Given the ongoing Metro Purple Line Westside Extension projects, storage constraints that inhibit fleet expansion, and the absence of a turnback facility, the goal of the Proposed Project is to accommodate the expansion and associated increased ridership of Metro's heavy rail system. The two objectives of the project are:

Objective #1: Construct core capacity improvements needed for increased service levels on Metro Red and Purple Lines.

Objective #2: Construct new tracks and switches that will allow trains to provide faster and more reliable service times at Union Station.

PROJECT DESCRIPTION: The Proposed Project would reconfigure existing tracks and access roads to accommodate a turnback facility at the Division 20 rail yard, construct new storage tracks, and widen the tunnel portal that currently connects to the Metro Red/Purple Line in order to substantially increase train movement within the yard. The existing turnback tracks would be extended towards 6th Street and reconfigured to provide faster service times at Union Station. All turnback tracks would be located within the footprint of the existing Division 20 Rail Yard. Additionally, the Proposed Project would install a new traction power substation and emergency backup power generator and modify the 1st Street Bridge to provide train access to the new storage tracks. The Proposed Project would demolish a total of approximately 306,875 square feet of existing buildings at the following addresses: 815 East Temple Street, 234 Center Street, 210 Center Street, 1001 East 1st Street, and 214 South Santa Fe Avenue. Furthermore, the Proposed Project would vacate Jackson Street, Banning Street, and Ducommun Street in their segments east of Center Street.

PROBABLE ENVIRONMENTAL EFFECTS: The purpose of the Draft EIR is to disclose the impacts of the Proposed Project on the environment. The Draft EIR will address all topics listed in Appendix G of the CEQA Guidelines, and will focus on the following topics that have been identified as key impact areas:

- Aesthetics
- Air Quality
- Cultural Resources
- Energy Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Noise and Vibration
- Tribal Cultural Resources

Project design features and mitigation measures to reduce potentially significant impacts during construction and operation will be identified in the Draft EIR.

SCOPING MEETING: Two public scoping meetings to accept comments on the scope of the Draft EIR will be held on the dates and at the locations listed below.

Wednesday, October 25, 2017	Wednesday, November 8, 2017
6:00 p.m. to 8:00 p.m.	3:00 pm to 5:00 pm
Art Share L.A.	Japanese American Cultural and Community Center
801 East 4th Place	244 S. San Pedro Street
Los Angeles, CA 90013	Los Angeles, CA 90012

The scope of the Draft EIR, including the project objectives, project area and description, and the environmental impacts to be evaluated will be presented at the public scoping meetings. All Metro meetings are held in Americans with Disability Act (ADA)-compliant facilities. Spanish and Japanese translations will be provided. ADA accommodations and other translations are available by calling (213) 922-4484 at least 72 hours in advance of the meeting.

COMMENT DUE DATE: Written comments on the scope of the Draft EIR, including the project area and description, the impacts to be evaluated, and the methodologies to be used in the evaluation, will be accepted during the comment period and should be sent to Metro on or before November 17, 2017 at the postal address or e-mail address below.

ADDRESSES: Comments will be accepted at the public scoping meeting or they may be sent to Cris B. Liban, D.Env., P.E., Executive Officer, Environmental Compliance and Sustainability, Metro, One Gateway Plaza, Mail Stop 99-16-9 or via e-mail at LibanE@metro.net. For more information, visit metro.net/capital projects or contact Michael Cortez, Community Relations Manager at cortezmic@metro.net or 213-922-4465.

CNS-3060131#

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San Francisco, Oakland, San Jose, Sacramento

Special Services Available in Phoenix

DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

DOWNTOWN NEWS

On the following dates:

10/23/2017

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

8th day of November 2017


Signature

3060130

*"The only Public Notice which is justifiable
from the standpoint of true economy and the public interest,
is that which reaches those who are affected by it"*



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Metro

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE: October 18, 2017
 TO: Agencies, Organizations, and Interested Parties
 SUBJECT: Notice of Preparation (NOP) of a Draft Environmental Impact Report
 PROJECT TITLE: Division 20 Portal Widening/Tumback Facility
 FROM: Los Angeles County Metropolitan Transportation Authority (Metro)

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The Division 20 Portal Widening/Tumback Facility Project (Proposed Project) would be located within and in the vicinity of the existing Division 20 Rail Yard. The Division 20 rail yard is an approximately 45-acre site that houses the Metro Red/Purple Line train storage and maintenance facilities. The existing rail yard is generally bounded by the Los Angeles River to the east, Santa Fe Avenue to the west, Ducommun Street to the north, and 6th Street Bridge to the south. The footprint of the Proposed Project includes expansion of the existing boundaries, west towards Center Street, and north towards Commercial Street. The western boundary of the Project Site includes commercial/industrial properties along Center Street, as well as the One Santa Fe mixed-use complex south of the 1st Street Bridge. Immediately to the south of the Project Site is the Arts District which is comprised of housing, industrial uses, commercial uses, art galleries, and exhibition warehouse spaces. Land uses to the north include commercial/industrial buildings, and the Los Angeles River is located to the east beyond freight rail tracks.

PROJECT INITIATION: On March 23, 2017, an Initial Study/Mitigated Negative Declaration was adopted by the Metro Board of Directors. Since that date, the design team has been looking at various design refinements to optimize operational flexibility at the tumback facility. These refinements require additional environmental analysis in the context of an Environmental Impact Report (EIR).

Pursuant to the California Environmental Quality Act (CEQA), Metro has initiated a Draft EIR process for the Division 20 Portal Widening/Tumback Facility Project. Metro is the lead agency for the Proposed Project. The Draft EIR will be prepared in accordance with Sections 15120 through 15132 of the CEQA Guidelines. The purpose of this notice is to alert interested parties regarding preparation of the Draft EIR, invite public participation in the CEQA scoping process, and announce the public scoping meeting.

PROJECT OBJECTIVES: Given the ongoing Metro Purple Line Westside Extension projects, storage constraints that inhibit fleet expansion, and the absence of a tumback facility, the goal of the Proposed Project is to accommodate the expansion and associated increased ridership of Metro's heavy rail system. The two objectives of the project are:

Objective #1: Construct core capacity improvements needed for increased service levels on Metro Red and Purple Lines.

Objective #2: Construct new tracks and switches that will allow trains to provide faster and more reliable service times at Union Station.

PROJECT DESCRIPTION: The Proposed Project would reconfigure existing tracks and access roads to accommodate a tumback facility at the Division 20 rail yard, construct new storage tracks, and widen the tunnel portal that currently connects to the Metro Red/Purple Line in order to substantially increase train movement within the yard. The existing tumback tracks would be extended towards 6th Street and reconfigured to provide faster service times at Union Station. All tumback tracks would be located within the footprint of the existing Division 20 Rail Yard. Additionally, the Proposed Project would install a new traction power substation and emergency backup power generator and modify the 1st Street Bridge to provide train access to the new storage tracks. The Proposed Project would demolish a total of approximately 306,875 square feet of existing buildings at the following addresses: 815 East Temple Street, 234 Center Street, 210 Center Street, 1001 East 1st Street, and 214 South Santa Fe Avenue. Furthermore, the Proposed Project would vacate Jackson Street, Banning Street, and Ducommun Street in their segments east of Center Street.

PROBABLE ENVIRONMENTAL EFFECTS: The purpose of the Draft EIR is to disclose the impacts of the Proposed Project on the environment. The Draft EIR will address all topics listed in Appendix G of the CEQA Guidelines, and will focus on the following topics that have been identified as key impact areas:

- Aesthetics
- Air Quality
- Cultural Resources
- Energy Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Noise and Vibration
- Tribal Cultural Resources

Project design features and mitigation measures to reduce potentially significant impacts during construction and operation will be identified in the Draft EIR.

SCOPING MEETING: Two public scoping meetings to accept comments on the scope of the Draft EIR will be held on the dates and at the locations listed below.

Wednesday, October 25, 2017
 6:00 p.m. to 8:00 p.m.
 Art Share L.A.
 801 East 4th Place
 Los Angeles, CA 90013

Wednesday, November 8, 2017
 3:00 pm to 5:00 pm
 Japanese American Cultural and Community Center
 244 S. San Pedro Street
 Los Angeles, CA 90012

The scope of the Draft EIR, including the project objectives, project area and description, and the environmental impacts to be evaluated will be presented at the public scoping meetings. All Metro meetings are held in Americans with Disability Act (ADA)-compliant facilities. Spanish and Japanese translations will be provided. ADA accommodations and other translations are available by calling (213) 922-4484 at least 72 hours in advance of the meeting.

COMMENT DUE DATE: Written comments on the scope of the Draft EIR, including the project area and description, the impacts to be evaluated, and the methodologies to be used in the evaluation, will be accepted during the comment period and should be sent to Metro on or before November 17, 2017 at the postal address or e-mail address below.

ADDRESSES: Comments will be accepted at the public scoping meeting or they may be sent to Cris B. Liban, D.Env., P.E., Executive Officer, Environmental Compliance and Sustainability, Metro, One Gateway Plaza, Mail Stop 99-16-9 or via e-mail at LibanE@metro.net. For more information, visit metro.net/capital/projects or contact Michael Cortez, Community Relations Manager at cortezmic@metro.net or 213-922-4465.

CNS-3060130#

PROOF OF PUBLICATION

(2015.5C.C.P)



915 Wilshire Blvd Ste 800, Los Angeles, CA 90017

Tel: (213)896-2260 • Fax: (213)896-2238

STATE OF CALIFORNIA

I am a citizen of the United States and a resident of the county aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of La Opinión a newspaper of general circulation, printed and published daily in the city of Los Angeles, county of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of July 28, 1969, Case Number: 950176; that the notice, of which the annexed is a printed copy, has been published in each regular and not in any supplement thereof on the following dates, to wit:

October 18

all in the year 2017

I certified (or declared) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

18 day of October, 2017

Rosa Baruney
Signature



Metro

AVISO DE INTENCIÓN DE PREPARACIÓN DE UN ANTEPROYECTO DE INFORME DE IMPACTO AMBIENTAL

FECHA: 18 de octubre de 2017
PARA: Agencias, Organizaciones, y Partes Interesadas
ASUNTO: Aviso de Preparación (NOP) de un Anteproyecto de Informe de Impacto Ambiental
TÍTULO DEL PROYECTO: Ampliación de Portal/ Instalación de Retorno de la División 20
DE: Autoridad de Transporte Metropolitano del Condado de Los Angeles (Metro)

UBICACIÓN DEL PROYECTO Y ENTORNO AMBIENTAL: El Proyecto Ampliación de Portal/ Instalación de Retorno de la División 20 (Proyecto Propuesto) estaría situado dentro y en las cercanías del Patio Ferroviario de la División 20 existente. El patio ferroviario de la División 20 es un sitio de aproximadamente 45 acres que alberga el almacenamiento de trenes de la Línea Roja/Morada y las instalaciones de mantenimiento. El patio ferroviario existente está limitado generalmente por el Río de Los Angeles al este, Santa Fe Avenue al oeste, Ducommun Street al norte, y 6th Street Bridge al sur. La huella del Proyecto Propuesto, incluyendo la expansión de los límites existentes, al oeste hacia Center Street, y al norte hacia Commercial Street se muestran en la Figura 1. El límite occidental del Sitio del Proyecto incluye propiedades comerciales/industriales a lo largo de Center Street, así como el complejo de uso mixto One Santa Fe al sur de 1st Street Bridge. Inmediatamente al sur del Sitio del proyecto está el Distrito de las Artes que comprende viviendas, usos industriales, usos comerciales, galerías de arte, y espacios de almacenamiento de exhibición. El uso de la tierra al norte incluye edificios comerciales/industriales, y el Río de Los Angeles está ubicado al este más allá de las vías del ferrocarril de carga.

INICIACIÓN DEL PROYECTO: El 23 de marzo de 2017, un Estudio Inicial/Declaración Negativa Mitigada fue adoptada por la Junta de Directores de Metro. Desde esa fecha, el equipo de diseño ha estado buscando varios refinamientos de diseño para optimizar la flexibilidad operativa en la instalación de retorno. Estos refinamientos requieren de un análisis ambiental adicional en el contexto de un Informe de Impacto Ambiental (EIR, por sus siglas en inglés).

De conformidad con la Ley de Calidad Ambiental de California (CEQA, por sus siglas en inglés), Metro ha iniciado un proceso de Anteproyecto EIR para el Proyecto de Ampliación de Portal/Instalación de Retorno de la División 20. Metro es la agencia principal para el Proyecto Propuesto. El Anteproyecto EIR será preparado de acuerdo con las Secciones 15120 a la 15132 de las Directrices de CEQA. El propósito de este aviso es alertar a las partes interesadas concerniente a la preparación del Anteproyecto EIR, invitar a la participación pública en el proceso de alcance de CEQA, y anunciar la reunión de alcance público.

OBJETIVOS DEL PROYECTO: Dado los proyectos en curso de la Extensión Westside de la Línea Morada de Metro, las restricciones de almacenamiento que inhiben la expansión de la flota, la ausencia de una instalación de retorno, el objetivo del Proyecto Propuesto es acomodar la expansión y el creciente número de pasajeros asociado del sistema ferroviario pesado de Metro. Los dos objetivos del proyecto son:

Objetivo #1: Construir las mejoras de capacidad principales necesarias para aumentar los niveles de servicio en las Líneas Roja y Morada de Metro.

Objetivo #2: Construir nuevas vías y conmutadores que permitirán que los trenes proporcionen tiempos de servicio más rápidos y confiables en Union Station.

DESCRIPCIÓN DEL PROYECTO: El Proyecto Propuesto reconfiguraría las vías y caminos de acceso existentes para acomodar la instalación de retorno en el patio ferroviario de la División 20, construiría nuevas vías de almacenamiento, y ampliaría el portal del túnel que actualmente conecta con la Línea Rojo/Morada de Metro con el fin de incrementar sustancialmente el movimiento del tren dentro del patio. Las vías de retorno existentes se extenderían hacia 6th Street se reconfigurarían para proporcionar tiempos de servicio más rápidos en Union Station. Todas las vías de retorno estarían ubicadas dentro del Patio Ferroviario de la División 20 existente. Adicionalmente, el Proyecto Propuesto instalaría una nueva subestación de energía y generador de energía de emergencia de reserva y modificaría la 1st Street Bridge para proporcionar a los trenes acceso a las nuevas vías de almacenamiento. La figura 1 identifica los componentes clave del Proyecto Propuesto. El Proyecto Propuesto demolería un total de aproximadamente 306,875 pies cuadrados de edificios existentes en las siguientes direcciones: 815 East Temple Street, 234 Center Street, 210 Center Street, 1001 East 1st Street, y 214 South Santa Fe Avenue. Además, el Proyecto propuesto dejaría vacante Jackson Street, Banning Street, y Ducommun Street en sus segmentos al este de Center Street.

PROBABLES EFECTOS AMBIENTALES: el propósito del Anteproyecto EIR es divulgar los impactos del Proyecto Propuesto en el ambiente. El Anteproyecto AIR abordaría todos los temas enumerados en el Apéndice G de las Directrices de CEQA, y se enfocará en los siguientes temas que han sido identificados como áreas de impacto clave:

- Estéticos
- Calidad del Aire
- Recursos Culturales
- Recursos Energéticos
- Emisiones de Gases de Efecto Invernadero
- Peligros y Materiales Peligrosos
- Ruido y Vibraciones
- Recursos Culturales Tribales

Las características del diseño del proyecto y las medidas de mitigación para reducir potencialmente los impactos significativos durante la construcción y operación serán identificadas en el Anteproyecto EIR.

REUNIÓN DE ALCANCE: Dos reuniones de alcance para aceptar comentarios sobre el alcance del Anteproyecto EIR se llevarán a cabo en las fechas y ubicaciones enumeradas a continuación.

Miércoles 25 de octubre de 2017
6:00 p.m. a 8:00 p.m.
Art Share L.A.
801 East 4th Place
Los Angeles, CA 90013

Miércoles 8 de noviembre de 2017
3:00 pm a 5:00 pm Japanese American Cultural and
Community Center
244 S. San Pedro Street
Los Angeles, CA 90012

El alcance del Anteproyecto EIR, incluyendo los objetivos del proyecto, el área del proyecto y la descripción, y los impactos ambientales serán a ser evaluados serán presentados en las reuniones de alcance público. Todas las reuniones de Metro se llevan a cabo en las instalaciones conforme a la Ley de Estadounidenses con Discapacidad (ADA, por sus siglas en inglés). Traducciones en español y japonés serán proporcionadas. Alojamiento ADA y otras traducciones están disponibles llamando al (213) 922-4484 por lo menos 72 horas antes de la reunión.

PLAZO DE COMENTARIOS: Comentarios escritos sobre el alcance del Anteproyecto EIR, incluyendo el área del proyecto y la descripción, los impactos a ser evaluados, y las metodologías a ser utilizadas en la evaluación, serán aceptados durante el periodo de comentarios y deberán ser enviados a Metro en o antes del 17 de noviembre de 2017 en la dirección postal o correo electrónico a continuación.

DIRECCIONES: Los comentarios serán aceptados en la reunión de alcance público o pueden ser enviados a Cris B. Liban, D.Env., P.E., Oficial Ejecutivo, Cumplimiento y Sustentabilidad Ambiental, Metro, One Gateway Plaza, Mail Stop 99-16-9 o por correo electrónico a LibanE@metro.net. Para más información, visite proyectos.metro.net/capital o póngase en contacto con Michael Cortez, Gerente de Relaciones Comunitarias a cortezmic@metro.net o al 213-922-4465.



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DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

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On the following dates:

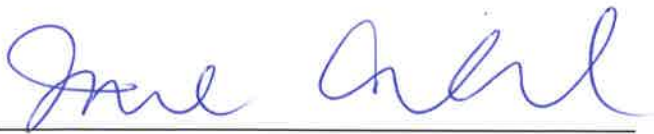
10/18/2017

Su attached →

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

27th day of October 2017



Signature

3060133

"The only Public Notice which is justifiable from the standpoint of true economy and the public interest, is that which reaches those who are affected by it"



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Metro

環境影響報告書草案の準備のお知らせ

日付: 2017年10月18日
宛先: 各機関、組織、および関係各当事者
主題: 環境影響報告書草案の準備のお知らせ (NOP)
プロジェクト名: 第20区ポータル拡張・引き返し施設
提出元: ロサンゼルス郡都市交通局 (Metro)

プロジェクトの場所と環境設定: 第20区ポータル拡張・引き返し施設プロジェクト(提案中のプロジェクトと称する)は、既存の第20区車両基地内とその近辺にあります。第20区車両基地は約45エーカーの広さで、そこはメトロのレッド・パールラインの車両保持と補修施設です。既存の車両基地は一般的に東側をロサンゼルス川、西はサンタフェ通り、北はデユコムンストリート、南はシックスストリート橋を境界としています。提案中のプロジェクトの設置面積には、既存の境界線の拡張を含めて、センターストリート方向の西およびコマーションストリート方向の北が図1に示されています。プロジェクト現場の西側境界には、センターストリート沿いの商業・産業用の物件と、ファーストストリート橋のワンサンタフェ複合用途ビルも含まれます。プロジェクト現場のすぐ南側はアート地区で、ここには住宅、産業用途、商業用途、アートギャラリー、および展示倉庫のスペースなどがあります。北側の土地利用には、商業・産業ビルが含まれ、ロサンゼルス川は貨物鉄道線を越えた東側にあります。

プロジェクト開始: 2017年3月25日にメトロ理事会理事によって当初調査・緩和された否定宣言が採択されました。それ以降、設計チームは、引き返し施設における運営柔軟性の最適化を行うためのさまざまな設計上の改良を検討してきました。こうした改良には、環境影響報告書(EIR)という状況下での追加環境分析が義務付けられています。

カリフォルニア州環境品質法(CEQA)に則り、メトロは第20区ポータル拡張・引き返し施設プロジェクトのEIR草案に着手しました。提案中のプロジェクトではメトロが主導機関です。EIR草案は、CEQAガイドラインの第15130節から第15132節に従って作成されます。このお知らせの目的は、EIR草案の作成に関心のある各当事者に通告し、CEQAの範囲作成プロセスへの一般市民の参加を招聘し、かつ公開での範囲作成会合を発表することです。

プロジェクトの目的: 進行中のメトロパールラインの西側拡張工事、車両の拡張を制限する倉庫、および引き返し施設の不在ということから、提案中のプロジェクトの目的はメトロの重ルールシステムの拡張と関連の乗客増加に対応することです。プロジェクトの二つの目的は以下の通りです。

目的 #1: メトロレッドおよびパールラインの業務レベル増加に必要なコア能力改善の構築。

目的 #2: ユニオン駅で電車がより早く、より信頼できるサービス時間を提供できるように新たなトラックとスイッチの建設。

プロジェクトの説明: 提案中のプロジェクトは、第20区車両基地にある引き返し施設に対応し、新たに保管トラックを建設し、かつ基地内での電車の動きを実質的に増やすためにメトロのレッド・パールラインを現在繋ぐトンネルポータルを拡張するために、既存のトラックとアクセス道路を再編します。既存の引き返しトラックは、シックスストリート方向に

拡張され、ユニオン駅でのより速いサービス提供のために再編されます。引き返しトラック全部は、既存の第20区車両基地の設置面積内にあります。さらに、提案中のプロジェクトは、新規のけん引動力変電所と緊急バックアップ発電機を設置し、新たな保管トラックへの電車アクセスを提供するためにファーストストリート橋を補修します。提案中のプロジェクトは、815 東テンブルストリート、234 センターストリート、210センターストリート、1001 東ファーストストリート、および 214 南サンタフェ通りを住所とする、合計 約306,875平方フィートの既存のビルを解体します。さらに、提案中のプロジェクトは、センターストリート東の部分にあるジャクソンストリート、バニングストリート、およびデユコムンストリートから除去します。

可能性のある環境結果: EIR 草案の目的は、環境への提案中のプロジェクトの影響を開示することです。EIR 草案は、CEQAガイドラインの補足Gに挙がっている全トピックに対処しており、主要な影響分野として確認された以下のトピックに焦点を当てています。

- 美的価値
大気質
文化的な資源
エネルギー資源
グリーンハウスガス排気
危険物と危険物質
騒音と振動
部族文化資源

建設・運営中の潜在的に重要な影響を削減するためのプロジェクトの設計の特徴と緩和策は、EIR草案において確認されます。

範囲作成会合: EIR草案の範囲に関するコメントを出していただく公開の範囲作成会合が2回、以下の日付と場所で行われます。

2017年10月25日水曜日 2017年11月8日水曜日
午後6時から8時 午後3時から5時
Art Share L.A. 日系米国人文化地域社会センタ(JACCC)
801 East 4th Place 244 S. San Pedro Street
Los Angeles, CA 90013 Los Angeles, CA 90012

EIR草案の範囲は、プロジェクトの目的、分野や説明、および評価されるべき環境影響を含めて、公開の範囲作成会合において説明されます。メトロの全会合は、障害を持つ米国人法(ADA)を順守する施設で行われます。スペイン語と日本語の通訳も用意が可能です。ADAへの対応やその他の通訳については会合に先立って72時間前までに電話(213) 922-4484にご連絡ください。

コメント締め切り日: プロジェクトの地域や説明、評価されるべき影響、および評価で使われるべき方法論を含めて、EIR草案の範囲に関する書面コメントは、コメント期間中受け付けますが、郵送あるいは電子メールともに下記住所宛に、2017年11月17日までにメトロに送付してください。

住所: コメントは公開される範囲作成会合で受け付けますが、郵送先 Cris B. Liban, D.Env., P.E., Executive Officer, Environmental Compliance and Sustainability, Metro, One Gateway Plaza, Mail Stop 99-16-9、あるいは電子メール LibanE@metro.net宛でも受け付けます。さらに詳しい情報にはインターネットmetro.net/capital_projectsをご覧ください。地域社会関係マネージャーMichael Cortez、電子メール cortezmic@metro.net、電話 213-922-4465までご連絡ください。

CNS-3060133#

Appendix C.2

Revised NOP Ads



DATE: January 3, 2018
TO: Agencies, Organizations, and Interested Parties
SUBJECT: Revised Notice of Preparation (NOP) of a Draft Environmental Impact Report
PROJECT TITLE: Division 20 Portal Widening/Turnback Facility (Proposed Project)
SCH NUMBER: 2017101034
FROM: Los Angeles County Metropolitan Transportation Authority (Metro)

PURPOSE OF THIS REVISED NOTICE OF PREPARATION: Metro issued an NOP for the Proposed Project (SCH Number 2017101034) on October 18, 2017. During the 30-day scoping period (October 18, 2017 to November 17, 2017), comments were received from agencies, organizations, and other interested parties regarding the scope of the Draft Environmental Impact Report (Draft EIR) via e-mail and postal mail, and at the scoping meetings held on October 25, 2017 and November 8, 2017. Subsequent to the end of the scoping period, the Proposed Project footprint has been expanded to include the property at 100-120 North Santa Fe Avenue. The purpose of this revised NOP is to solicit comments on the acquisition and reuse of this property as part of the Proposed Project for analysis in the Draft EIR. Comments submitted during the previous NOP scoping period have been recorded by Metro and do not need to be resubmitted. No additional scoping meetings are required or scheduled.

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The Proposed Project would be located within and in the vicinity of the existing Division 20 Rail Yard. The Division 20 Rail Yard is an approximately 45-acre site that houses the Metro Red/Purple Line train storage and maintenance facilities. The existing Rail Yard is generally bounded by the Los Angeles River to the east, Santa Fe Avenue to the west, Ducommun Street to the north, and 6th Street Bridge to the south. The footprint of the Proposed Project, including expansion of the existing boundaries, west towards Santa Fe Avenue, and north towards Commercial Street. The western boundary of the Project Site includes commercial/industrial properties along Santa Fe Avenue, as well as the One Santa Fe mixed-use complex south of the 1st Street Bridge. Immediately to the south of the Project Site is the Arts District which is comprised of housing, industrial uses, commercial uses, art galleries, and exhibition warehouse spaces. Land uses to the north include commercial/industrial buildings, and the Los Angeles River is located to the east beyond freight rail tracks.

PROJECT INITIATION: On March 23, 2017, an Initial Study/Mitigated Negative Declaration was adopted by the Metro Board of Directors. Since that date, the design team has been looking at various design refinements to optimize operational flexibility at the turnback facility. These refinements require additional environmental analysis in the context of an Environmental Impact Report (EIR).

Pursuant to the California Environmental Quality Act (CEQA), Metro has initiated a Draft EIR process for the Division 20 Portal Widening/Turnback Facility Project. Metro is the lead agency for the Proposed Project. The Draft EIR will be prepared in accordance with Sections 15120 through 15132 of the CEQA Guidelines. The purpose of this notice is to alert interested parties regarding preparation of the Draft EIR and invite public participation in the CEQA scoping process.

PROJECT OBJECTIVES: Given the ongoing Metro Purple Line Westside Extension projects, storage constraints that inhibit fleet expansion, and the absence of a turnback facility, the goal of the Proposed Project is to accommodate the expansion and associated increased ridership of Metro's heavy rail system. The two objectives of the Proposed Project are:

Objective #1: Construct core capacity improvements needed for increased service levels on Metro Red and Purple Lines.

Objective #2: Construct new tracks and switches that will allow trains to provide faster and more reliable service times at Union Station.

PROJECT DESCRIPTION: The updated Project Description would incorporate all of the elements of the original Project Description, plus the acquisition and modification of the 100-120 North Santa Fe Avenue property.

Unchanged Project Description from the Initial NOP

The Proposed Project would reconfigure existing tracks and access roads to accommodate a turnback facility at the Division 20 Rail Yard, construct new storage tracks, and widen the tunnel portal that currently connects to the Metro Red/Purple Line in order to substantially increase train movement within the yard. The existing turnback tracks would be extended towards 6th Street and reconfigured to provide faster service times at Union Station. All turnback tracks would be located within the footprint of the existing Division 20 Rail Yard. Additionally, the Proposed Project would install a new traction power substation and emergency backup power generator and modify the 1st Street Bridge to provide train access to the new storage tracks. The Proposed Project would demolish a total of approximately 306,875 square feet of existing buildings at the following addresses: 815 East Temple Street, 234 Center Street, 210 Center Street, 1001 East 1st Street, and 214 South Santa Fe Avenue. Furthermore, the Proposed Project would vacate Jackson Street, Banning Street, and Ducommun Street in their segments east of Center Street.

New Project Component – Acquisition of 100-120 North Santa Fe Avenue:

Metro's acquisition of the 100-120 North Santa Fe Avenue property would provide a new location for existing Maintenance of Way (MOW) functions that would be displaced by the new storage tracks. The existing building would be renovated and repurposed for use by Metro and no major demolition or construction activities are planned at this location. In addition, the majority of MOW activities would occur within the building.

PROBABLE ENVIRONMENTAL EFFECTS: The purpose of the Draft EIR is to disclose the impacts of the Proposed Project on the environment. The Draft EIR will address all topics listed in Appendix G of the CEQA Guidelines, and will focus on the following topics that have been identified as key impact areas:

- Aesthetics
- Air Quality
- Cultural Resources
- Energy Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Noise and Vibration
- Tribal Cultural Resources

Project design features and mitigation measures to reduce potentially significant impacts during construction and operation will be identified in the Draft EIR.

COMMENT DUE DATE: Written comments on the scope of the Draft EIR, including the Project Site and project description, the impacts to be evaluated, and the methodologies to be used in the evaluation, will be accepted during the scoping period and should be sent to Metro on or before February 2, 2018 at the postal address or e-mail address below.

ADDRESSES: Comments may be sent to **Cris B. Liban, D.Env., P.E.**, Executive Officer, Environmental Compliance and Sustainability, Metro, One Gateway Plaza, Mail Stop 99-16-9 or via e-mail at LibanE@metro.net. For more information, visit metro.net/capital/projects or contact Michael Cortez, Community Relations Manager at cortezmic@metro.net or 213-922-4465.



REVISED NOTICE OF PREPARATION
OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE: **January 3, 2018**
TO: **Agencies, Organizations, and Interested Parties**
SUBJECT: **Revised Notice of Preparation (NOP) of a Draft Environmental Impact Report**
PROJECT TITLE: **Division 20 Portal Widening/Turnback Facility (Proposed Project)**
SCH NUMBER: **2017101034**
FROM: **Los Angeles County Metropolitan Transportation Authority (Metro)**

PURPOSE OF THIS REVISED NOTICE OF PREPARATION: Metro issued an NOP for the Proposed Project (SCH Number 2017101034) on October 18, 2017. During the 30-day scoping period (October 18, 2017 to November 17, 2017), comments were received from agencies, organizations, and other interested parties regarding the scope of the Draft Environmental Impact Report (Draft EIR) via e-mail and postal mail, and at the scoping meetings held on October 25, 2017 and November 8, 2017. Subsequent to the end of the scoping period, the Proposed Project footprint has been expanded to include the property at 100-120 North Santa Fe Avenue. The purpose of this revised NOP is to solicit comments on the acquisition and reuse of this property as part of the Proposed Project for analysis in the Draft EIR. Comments submitted during the previous NOP scoping period have been recorded by Metro and do not need to be resubmitted. No additional scoping meetings are required or scheduled.

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The Proposed Project would be located within and in the vicinity of the existing Division 20 Rail Yard. The Division 20 Rail Yard is an approximately 45-acre site that houses the Metro Red/Purple Line train storage and maintenance facilities. The existing Rail Yard is generally bounded by the Los Angeles River to the east, Santa Fe Avenue to the west, Ducommun Street to the north, and 6th Street Bridge to the south. The footprint of the Proposed Project, including expansion of the existing boundaries, west towards Santa Fe Avenue, and north towards Commercial Street. The western boundary of the Project Site includes commercial/industrial properties along Santa Fe Avenue, as well as the One Santa Fe mixed-use complex south of the 1st Street Bridge. Immediately to the south of the Project Site is the Arts District which is comprised of housing, industrial uses, commercial uses, art galleries, and exhibition warehouse spaces. Land uses to the north include commercial/industrial buildings, and the Los Angeles River is located to the east beyond freight rail tracks.

PROJECT INITIATION: On March 23, 2017, an Initial Study/Mitigated Negative Declaration was adopted by the Metro Board of Directors. Since that date, the design team has been looking at various design refinements to optimize operational flexibility at the turnback facility. These refinements require additional environmental analysis in the context of an Environmental Impact Report (EIR).

Pursuant to the California Environmental Quality Act (CEQA), Metro has initiated a Draft EIR process for the Division 20 Portal Widening/Turnback Facility Project. Metro is the lead agency for the Proposed Project. The Draft EIR will be prepared in accordance with Sections 15120 through 15132 of the CEQA Guidelines. The purpose of this notice is to alert interested parties regarding preparation of the Draft EIR and invite public participation in the CEQA scoping process.

PROJECT OBJECTIVES: Given the ongoing Metro Purple Line Westside Extension projects, storage constraints that inhibit fleet expansion, and the absence of a turnback facility, the goal of the Proposed Project is to accommodate the expansion and associated increased ridership of Metro's heavy rail system. The two objectives of the Proposed Project are:

Objective #1: Construct core capacity improvements needed for increased service levels on Metro Red and Purple Lines.

Objective #2: Construct new tracks and switches that will allow trains to provide faster and more reliable service times at Union Station.

PROJECT DESCRIPTION: The updated Project Description would incorporate all of the elements of the original Project Description, plus the acquisition and modification of the 100-120 North Santa Fe Avenue property.

Unchanged Project Description from the Initial NOP

The Proposed Project would reconfigure existing tracks and access roads to accommodate a turnback facility at the Division 20 Rail Yard, construct new storage tracks, and widen the tunnel portal that currently connects to the Metro Red/Purple Line in order to substantially increase train movement within the yard. The existing turnback tracks would be extended towards 6th Street and reconfigured to provide faster service times at Union Station. All turnback tracks would be located within the footprint of the existing Division 20 Rail Yard. Additionally, the Proposed Project would install a new traction power substation and emergency backup power generator and modify the 1st Street Bridge to provide train access to the new storage tracks. The Proposed Project would demolish a total of approximately 306,875 square feet of existing buildings at the following addresses: 815 East Temple Street, 234 Center Street, 210 Center Street, 1001 East 1st Street, and 214 South Santa Fe Avenue. Furthermore, the Proposed Project would vacate Jackson Street, Banning Street, and Ducommun Street in their segments east of Center Street.

New Project Component – Acquisition of 100-120 North Santa Fe Avenue:

Metro's acquisition of the 100-120 North Santa Fe Avenue property would provide a new location for existing Maintenance of Way (MOW) functions that would be displaced by the new storage tracks. The existing building would be renovated and repurposed for use by Metro and no major demolition or construction activities are planned at this location. In addition, the majority of MOW activities would occur within the building.

PROBABLE ENVIRONMENTAL EFFECTS: The purpose of the Draft EIR is to disclose the impacts of the Proposed Project on the environment. The Draft EIR will address all topics listed in Appendix G of the CEQA Guidelines, and will focus on the following topics that have been identified as key impact areas:

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Project design features and mitigation measures to reduce potentially significant impacts during construction and operation will be identified in the Draft EIR.

COMMENT DUE DATE: Written comments on the scope of the Draft EIR, including the Project Site and project description, the impacts to be evaluated, and the methodologies to be used in the evaluation, will be accepted during the scoping period and should be sent to Metro on or before February 2, 2018 at the postal address or e-mail address below.

ADDRESSES: Comments may be sent to Cris B. Liban, D.Env., P.E., Executive Officer, Environmental Compliance and Sustainability, Metro, One Gateway Plaza, Mail Stop 99-16-9 or via e-mail at LibanE@metro.net. For more information, visit metro.net/capital/projects or contact Michael Cortez, Community Relations Manager at cortezmic@metro.net or 213-922-4465.



Metro

REVISED NOTICE OF PREPARATION
OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE: January 3, 2018
TO: Agencies, Organizations, and Interested Parties
SUBJECT: Revised Notice of Preparation (NOP) of a Draft Environmental Impact Report
PROJECT TITLE: Division 20 Portal Widening/Turnback Facility (Proposed Project)
SCH NUMBER: 2017101034
FROM: Los Angeles County Metropolitan Transportation Authority (Metro)

PURPOSE OF THIS REVISED NOTICE OF PREPARATION: Metro issued an NOP for the Proposed Project (SCH Number 2017101034) on October 18, 2017. During the 30-day scoping period (October 18, 2017 to November 17, 2017), comments were received from agencies, organizations, and other interested parties regarding the scope of the Draft Environmental Impact Report (Draft EIR) via e-mail and postal mail, and at the scoping meetings held on October 25, 2017 and November 8, 2017. Subsequent to the end of the scoping period, the Proposed Project footprint has been expanded to include the property at 100-120 North Santa Fe Avenue. The purpose of this revised NOP is to solicit comments on the acquisition and reuse of this property as part of the Proposed Project for analysis in the Draft EIR. Comments submitted during the previous NOP scoping period have been recorded by Metro and do not need to be resubmitted. No additional scoping meetings are required or scheduled.

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The Proposed Project would be located within and in the vicinity of the existing Division 20 Rail Yard. The Division 20 Rail Yard is an approximately 45-acre site that houses the Metro Red/Purple Line train storage and maintenance facilities. The existing Rail Yard is generally bounded by the Los Angeles River to the east, Santa Fe Avenue to the west, Ducommun Street to the north, and 6th Street Bridge to the south. The footprint of the Proposed Project, including expansion of the existing boundaries, west towards Santa Fe Avenue, and north towards Commercial Street. The western boundary of the Project Site includes commercial/industrial properties along Santa Fe Avenue, as well as the One Santa Fe mixed-use complex south of the 1st Street Bridge. Immediately to the south of the Project Site is the Arts District which is comprised of housing, industrial uses, commercial uses, art galleries, and exhibition warehouse spaces. Land uses to the north include commercial/industrial buildings, and the Los Angeles River is located to the east beyond freight rail tracks.

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PROJECT OBJECTIVES: Given the ongoing Metro Purple Line Westside Extension projects, storage constraints that inhibit fleet expansion, and the absence of a turnback facility, the goal of the Proposed Project is to accommodate the expansion and associated increased ridership of Metro's heavy rail system. The two objectives of the Proposed Project are:

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PROJECT DESCRIPTION: The updated Project Description would incorporate all of the elements of the original Project Description, plus the acquisition and modification of the 100-120 North Santa Fe Avenue property.

Unchanged Project Description from the Initial NOP

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ADDRESSES: Comments may be sent to **Cris B. Liban, D.Env., P.E.**, Executive Officer, Environmental Compliance and Sustainability, Metro, One Gateway Plaza, Mail Stop 99-16-9 or via e-mail at LibanE@metro.net. For more information, visit metro.net/capital/projects or contact Michael Cortez, Community Relations Manager at cortezmic@metro.net or 213-922-4465.

**Metro****AVISO DE PREPARACIÓN REVISADO
DE UN ANTEPROYECTO
DE INFORME DE IMPACTO AMBIENTAL**

FECHA: 3 de enero de 2018
PARA: Agencias, Organizaciones, y Partes Interesadas
ASUNTO: Aviso de Preparación (NOP) Revisado de un Anteproyecto de Informe de Impacto Ambiental
TÍTULO DEL PROYECTO: Ampliación de Portal/ Instalación de Retorno de la División 20 (Proyecto Propuesto)
NÚMERO SCH: 2017101034
DE: Autoridad de Transporte Metropolitano del Condado de Los Ángeles (Metro)

PROPUESTO DE AVISO DE PREPARACIÓN REVISADO: Metro emitió un NOP para el Proyecto Propuesto (Número SCH 2017101034) el 18 de octubre de 2017. Durante el periodo de alcance de 30 días (18 de octubre de 2017 al 17 de noviembre de 2017), se recibieron comentarios de agencias, organizaciones, y otras partes interesadas concernientes al alcance del Anteproyecto de Informe de Impacto Ambiental (Anteproyecto EIR) por correo electrónico y correo postal, y en las reuniones de alcance celebradas el 25 de octubre de 2017 y el 8 de noviembre de 2017. Posterior al final del periodo de alcance, la huella del Proyecto Propuesto ha sido ampliada para incluir la propiedad en 100-120 North Santa Fe Avenue. El propósito del este NOP revisado es para solicitar comentarios sobre la adquisición y reutilización de esta propiedad como parte del Proyecto Propuesto para análisis en el Anteproyecto EIR. Los comentarios presentados durante el periodo previo de alcance del NOP han sido registrados por Metro y no es necesario volver a enviarlos. No se requieren ni programan reuniones de alcance adicionales.

UBICACIÓN DEL PROYECTO Y ENTORNO AMBIENTAL: El Proyecto Propuesto se ubicaría dentro y en las cercanías del Patio Ferroviario de la División 29 existente. El patio ferroviario de la División 20 es un sitio de aproximadamente 45 acres que alberga el almacenamiento de trenes de la Línea Roja/Morada y las instalaciones de mantenimiento. El patio ferroviario existente está limitado generalmente por el Río de Los Ángeles al este, Santa Fe Avenue al oeste, Ducommun Street al norte, y del Puente de 6th Street al sur. La huella del Proyecto Propuesto, incluyendo la expansión de los límites existentes, al oeste hacia Center Street, y al norte hacia Commercial Street. El límite occidental del Sitio del Proyecto incluye propiedades comerciales/industriales a lo largo de Center Street, así como el complejo de uso mixto One Santa Fe al sur del Puente de 1st Street. Inmediatamente al sur del Sitio del proyecto está el Distrito de las Artes que comprende viviendas, usos industriales, usos comerciales, galerías de arte, y espacios de almacenamiento de exhibición. El uso de la tierra al norte incluye edificios comerciales/industriales, y el Río de Los Ángeles está ubicado al este más allá de las vías del ferrocarril de carga.

INICIACIÓN DEL PROYECTO: El 23 de marzo de 2017, un Estudio Inicial/Declaración Negativa Mitigada fue adoptada por la Junta de Directores de Metro. Desde esa fecha, el equipo de diseño ha estado buscando varios refinamientos de diseño para optimizar la flexibilidad operativa en la instalación de retorno. Estos refinamientos requieren de un análisis ambiental adicional en el contexto de un Informe de Impacto Ambiental (EIR, por sus siglas en inglés).

De conformidad con la Ley de Calidad Ambiental de California (CEQA, por sus siglas en inglés), Metro ha iniciado un proceso de Anteproyecto EIR para el Proyecto de Ampliación de Portal/ Instalación de Retorno de la División 20. Metro es la agencia principal para el Proyecto Propuesto. El Anteproyecto EIR será preparado de acuerdo con las Secciones 15120 a la 15132 de las Directrices de CEQA. El propósito de este aviso es alertar a las partes interesadas concerniente a la preparación del Anteproyecto EIR, invitar a la participación pública en el proceso de alcance de CEQA, y anunciar la reunión de alcance público.

OBJETIVOS DEL PROYECTO: Dado los proyectos en curso de la Extensión Westside de la Línea Morada de Metro, las restricciones de almacenamiento que inhiben la expansión de la flota, la ausencia de una instalación de retorno, el objetivo del Proyecto Propuesto es acomodar la expansión y el creciente número de pasajeros asociado del sistema ferroviario pesado de Metro. Los dos objetivos del proyecto son:

Objetivo #1: Construir las mejoras de capacidad principales necesarias para aumentar los niveles de servicio en las Líneas Roja y Morada de Metro.

Objetivo #2: Construir nuevas vías y conmutadores que permitirán que los trenes proporcionen tiempos de servicio más rápidos y confiables en Union Station.

DESCRIPCIÓN DEL PROYECTO: La Descripción del Proyecto actualizada incorporaría todos los elementos de la descripción del proyecto original, más la adquisición y modificación de la propiedad 100-120 North Santa Fe Avenue.

Descripción del Proyecto Sin Cambios desde el NOP Inicial

El Proyecto Propuesto reconfiguraría las vías y caminos de acceso existentes para acomodar la instalación de retorno en el patio ferroviario de la División 20, construiría nuevas vías de almacenamiento, y ampliaría el portal del túnel que actualmente conecta con la Línea Rojo/Morada de Metro con el fin de incrementar sustancialmente el movimiento del tren dentro del patio. Las vías de retorno existentes se extenderían hacia 6th Street se reconfigurarían para proporcionar tiempos de servicio más rápidos en Union Station. Todas las vías de retorno estarían ubicadas dentro del Patio Ferroviario de la División 20 existente. Adicionalmente, el Proyecto Propuesto instalaría una nueva subestación de energía y generador de energía de emergencia de reserva y modificaría la 1st Street Bridge para proporcionar a los trenes acceso a las nuevas vías de almacenamiento. El Proyecto Propuesto demolería un total de aproximadamente 306,875 pies cuadrados de edificios existentes en las siguientes direcciones: 815 East Temple Street, 234 Center Street, 210 Center Street, 1001 East 1st Street, y 214 South Santa Fe Avenue. Además, el Proyecto propuesto dejaría vacante Jackson Street, Banning Street, y Ducommun Street en sus segmentos al este de Center Street.

Nuevo Componente del Proyecto – Adquisición de 100-120 North Santa Fe Avenue:

La adquisición de Metro de la propiedad 100-120 North Santa Fe Avenue proporcionaría una nueva ubicación para las funciones de Mantenimiento de la Vía (MOW, por sus siglas en inglés) existente que serían desplazadas por las nuevas vías de almacenamiento. El edificio existente sería renovado y readaptado para el uso por Metro y no se planean actividades de demolición o construcción en esta ubicación. Además, la mayoría de las actividades de MOW ocurrirían dentro del edificio.

PROBABLES EFECTOS AMBIENTALES: el propósito del Anteproyecto EIR es divulgar los impactos del Proyecto Propuesto en el ambiente. El Anteproyecto AIR abordaría todos los temas enumerados en el Apéndice G de las Directrices de CEQA, y se enfocará en los siguientes temas que han sido identificados como áreas de impacto clave:

- Estéticos
- Calidad del Aire
- Recursos Culturales
- Recursos Energéticos
- Emisiones de Gases de Efecto Invernadero
- Peligros y Materiales Peligrosos
- Ruido y Vibraciones
- Recursos Culturales Tribales

Las características del diseño del proyecto y las medidas de mitigación para reducir potencialmente los impactos significativos durante la construcción y operación serán identificadas en el Anteproyecto EIR.

PLAZO DE COMENTARIOS: Comentarios escritos sobre el alcance del Anteproyecto EIR, incluyendo el Sitio del Proyecto y la descripción del proyecto, los impactos a ser evaluados, y las metodologías a ser utilizadas en la evaluación, serán aceptados durante el periodo de comentarios y deberán ser enviados a Metro en o antes del 2 de febrero de 2018 en la dirección postal o correo electrónico a continuación.

DIRECCIONES: Los comentarios pueden enviarse a Cris B. Liban, D.Env., P.E., Oficial Ejecutivo, Cumplimiento y Sustentabilidad Ambiental, Metro, One Gateway Plaza, Mail Stop 99-16-9 o por correo electrónico a LibanE@metro.net. Para más información, visite metro.net/proyecto de capital o póngase en contacto con Michael Cortez, Gerente de Relaciones Comunitarias a cortezmic@metro.net o al 213-922-4465.

CNS-3082022#

環境影響報告草案の作成についての
お知らせの修正

日付: 2018年1月3日
宛先: 当該局、機関、および関心ある当事者各位
主題: 環境影響報告草案の作成についてのお知らせ(NOP)の修正
プロジェクト名: 第20部門ポータル拡張・折り返し施設 (提案中のプロジェクト)
SCH番号: 2017101034
送り主: ロサンゼルス郡都市交通局 (メトロ、Metro)

作成についてのお知らせ修正の目的: メトロは 2017年10月18日に提案中のプロジェクト (SCH番号 2017101034)のお知らせを発表しました。30日間のスコーピング期間中 (2017年10月18日~11月17日)、当該局、機関、および関心ある当事者各位から電子メールや郵送を通じて、ならびに2017年10月25日と11月8日に開催されたスコーピング会合において、環境影響報告草案に関するコメントが寄せられました。スコーピング期間終了後に、提案中のプロジェクトの専有面積は、北サンタフェ・アベニュー100-120番の土地も含めるように拡張されました。本件のお知らせ修正の目的は、環境影響報告草案の分析のために提案中のプロジェクトの一部として土地の買収と再利用に関するコメントをお願いすることです。以前のプロジェクトのお知らせにあったスコーピング期間中に提出されたコメントは、メトロにより既に記録されており、再提出する必要はありません。追加のスコーピング会合は不要で予定されていません。

プロジェクトの位置と環境設定: 提案中のプロジェクトは既存の第20部門車両基地周辺内に位置することになります。第20部門車両基地はメトロのレッド・パープルラインの列車倉庫と補修施設を抱える約45エーカーの土地です。既存の車両基地は、東にロサンゼルス川、西にサンタフェ・アベニュー、北にデュークモーション通り、南に6番通り橋を一般的な境界線としています。提案中のプロジェクトの土地は、既存の境界線の拡張を含めて、サンタフェ・アベニューに向けて西側、コマージャ通りに向けて北側です。プロジェクト現場の西側境界には、サンタフェ・アベニュー沿いの商業・産業用地、それに1番通り橋の南側のワン・サンタフェ複合用途施設も含まれます。プロジェクト現場の南側に隣接してアート地区があり、ここには住宅、産業利用、商業利用、アートギャラリー、および展示用倉庫などのスペースがあります。北側の土地利用には商業・産業用ビルが含まれ、貨物鉄道軌道を超えての東側にはロサンゼルス川があります。

プロジェクトの開始: 2017年3月23日に、当初調査・低減された否定的表明は、その日付でメトロ理事会により採択されました。それ以降、デザインチームは、折り返し施設での運転上の柔軟性を最適化するために様々なデザイン上の工夫を見てきました。こうした工夫には環境影響報告 (EIR)の背景の中で追加環境分析を要します。

カリフォルニア州環境品質法 (CEQA)に則って、メトロは第20部門ポータル拡張・折り返し施設のEIR草案プロセスに着手しました。メトロが提案中のプロジェクトの主導当局です。EIR草案はCEQAガイドラインの第15120~15132節に従って作成されます。このお知らせの目的は、EIR草案の節に関して関心ある当事者各位に注意を喚起すること、CEQA スコーピング過程において市民の参加を呼び掛けることです。

プロジェクトの目的: 継続中のメトロパープルラインの西側拡張プロジェクト、車両拡張の妨げとなる倉庫の制約、および折り返し施設がないことを鑑みること、提案中のプロジェクトの到達目標は、メトロの重軌条システム拡張とこれに関連する乗客の増加に対応することです。提案中のプロジェクトの2つの目的は以下の通りです。

目的 #1: メトロのレッドとパープルラインでのサービスレベル増加のために必要なコア能力の改善を構築すること。

目的 #2: ユニオン駅でより迅速で信頼できるサービスを列車が提供できるように新軌道とスイッチを構築すること。

プロジェクトの説明: 最新のプロジェクト説明は、元のプロジェクト説明の全要素を含んでおり、それに加えて北サンタフェ・アベニュー100-120番の土地の買収と改修を含みます。

当初のNOPから変更されていないプロジェクトの説明:

提案中のプロジェクトは、第20部門車両基地における折り返し施設を調整するために既存の軌道とアクセス道路を再編し、新倉庫軌道を建設し、基地内の列車の動きを実質的に増やすべくメトロのレッド・パープルラインへと現在繋いでいるトンネルポータルを拡大するものです。既存の折り返し軌道は、6番通りに向かって拡張され、ユニオン駅でのより迅速なサービス時間を提供できるよう再編します。折り返しの全軌道は、既存の第20部門車両基地の敷地内となります。さらに、提案中のプロジェクトは、新たな交通輸送変電設備と緊急時に予備発電機を設置し、新倉庫軌道に列車をアクセスさせるように1番通り橋を改造します。提案中のプロジェクトは、以下の住所にある合計約 306,875 平方フィートにおよぶ既存のビルを取り壊すこととなります: 東テンプル通り 815番、センター通り234番、センター通り 210番、東1番通り1001番、および南サンタフェアベニュー 214 番。さらに、センター通りの東部分にあるジャクソン通り、バニング通り、およびデュークモーション通りを空けます。

新たなプロジェクトの構成部分 - 北サンタフェアベニュー100-120番の買収:

北サンタフェ・アベニュー100-120番の土地をメトロが買収すること、新倉庫軌道によって置き換えられる 既存の補修方法 (MOW)機能に新たな場所を提供することになります。既存のビルは、メトロが使用するために改修・再利用され、この場所では大きな取り壊しや建設活動は計画されていません。さらに、MOW活動の大半はビル内で行われます。

可能性のある環境影響: EIR 草案の目的は、提案中のプロジェクトの環境への影響を開示することです。EIR草案は、CEQA ガイドラインの付録Gに挙げられている全課題に対応しており、主要な影響分野として確認された以下の課題には重点的に取り組んでいます:

- 美観
- 大気質
- 文化的な資源
- エネルギー資源
- 温室ガス排気
- 危険物や危険物質
- 騒音や振動
- 部族文化的な資源

建設中と設計中の実質的な影響を低減するためのプロジェクトの設計特徴と緩和方策は、EIR草案で確認できます。

コメントの締め切り: プロジェクト場所と説明、評価すべき影響、および評価に使うべき手法を含めて、EIR草案のスコーピングに関する書面コメントは、スコーピング期間中受け付けますが、メトロ宛に郵送あるいは電子メールの締め切りは2018年2月2日で、以下の住所にお願いします。

住所: コメントの宛先 Cris B. Liban, D.Env., P.E., Executive Officer, Environmental Compliance and Sustainability, Metro, One Gateway Plaza, Mail Stop 99-16-9に、電子メールの場合には LibanE@metro.netまでお願いします。さらに詳しい情報入手するには、インターネット metro.net/capital/projects をご覧ください。地域社会関係マネージャの Michael Cortezまで、電子メール cortezmic@metro.net、あるいは電話213-922-4465にてご連絡ください。



Division 20 Portal Widening and Turnback Facility

Appendix D

Social Media

Appendix D.1

NOP Facebook & Twitter Posts

Appendix D.2

Revised NOP Facebook & Twitter Posts

Appendix D.1

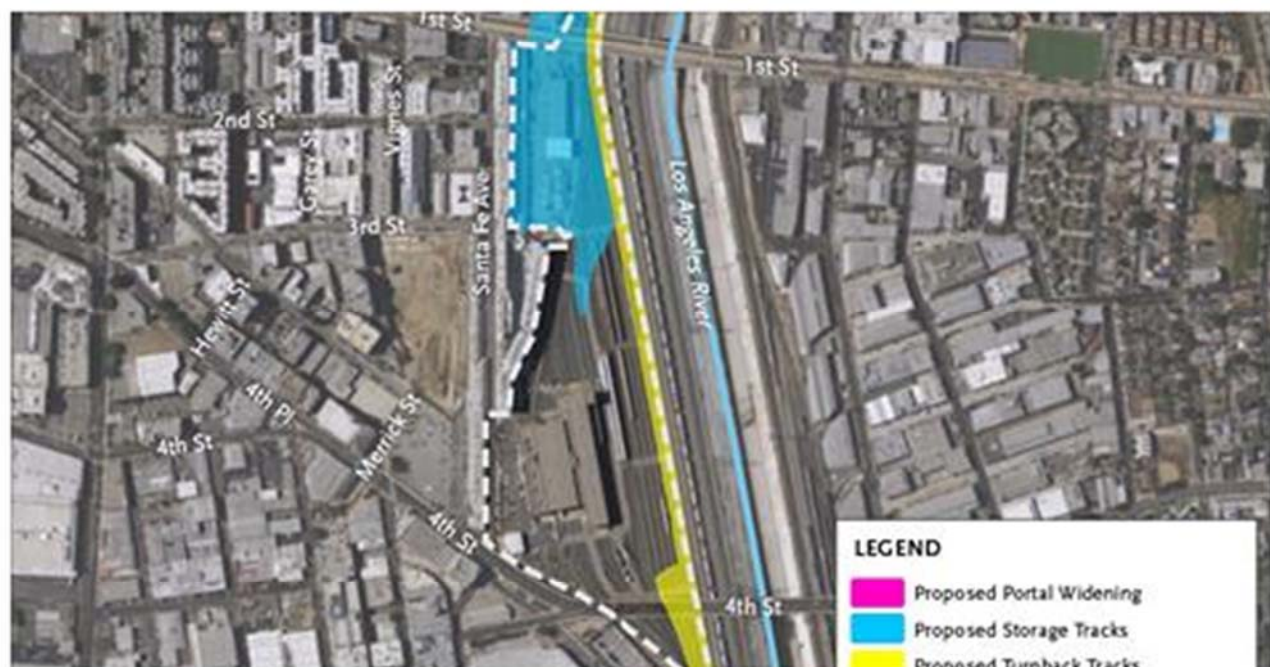
NOP Facebook & Twitter Posts



Metro Los Angeles

October 18 at 1:33pm · 🌐

Public scoping meetings will be held on Oct. 25 and Nov. 8.



Two public meetings upcoming for project at Union Station to improve subway capacity

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1 hr · 🌐

Public scoping meetings will be held on Oct. 25 and Nov. 8.



Two public meetings upcoming for project at Union Station to improve subway capacity

THESOURCE.METRO.NET

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M Metro ✓
@metrolosangeles

Tweets **56K** Following **1,011** Followers **79.4K** Likes **9,159** Lists **15**



1:51

38 513 754

M Metro ✓ @metrolosangeles · 1h
Attend one of 2 upcoming public meetings for the Division 20 Portal Widening and Turnback Facility project. metro.la/bkTo30fYsc9



4 4

M Metro ✓ @metrolosangeles · Oct 26
Attend one of 2 upcoming public meetings for the Division 20 Portal Widening and Turnback Facility project. metro.la/xxbX30g9Okm



1 4 5



Metro @metrolosangeles · Nov 3

Attend upcoming public meeting for the Division 20 Portal Widening and Turnback Facility project. mtr.o.la/AvD630gi1vj



3

2



Metro @metrolosangeles · Nov 6

Attend upcoming public meeting for the Division 20 Portal Widening and Turnback Facility project. mtr.o.la/Lpwm30fy/sxn



4

4

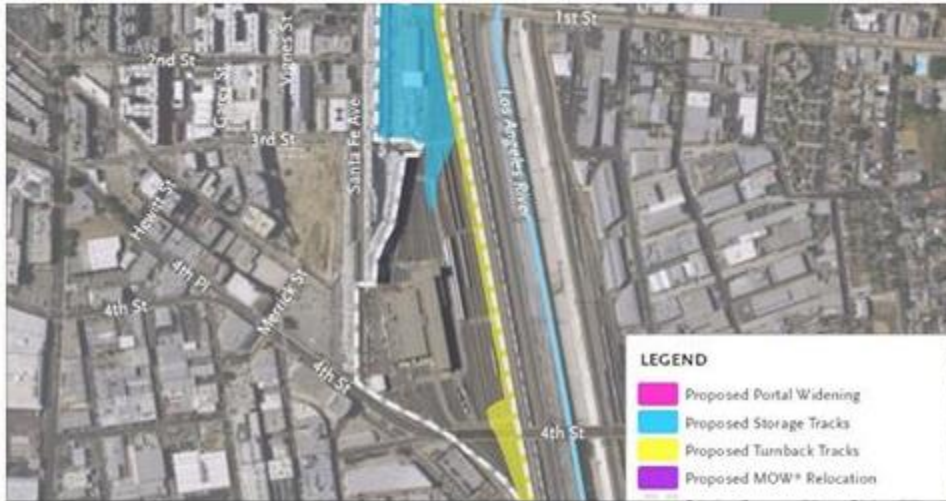
Appendix D.2

Revised NOP Facebook & Twitter Posts



January 4 · 🌐

Metro invites public comments until February 2, 2018.



Comment period opens on revised subway portal and turnback facility project

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Metro @metrolosangeles · Jan 4

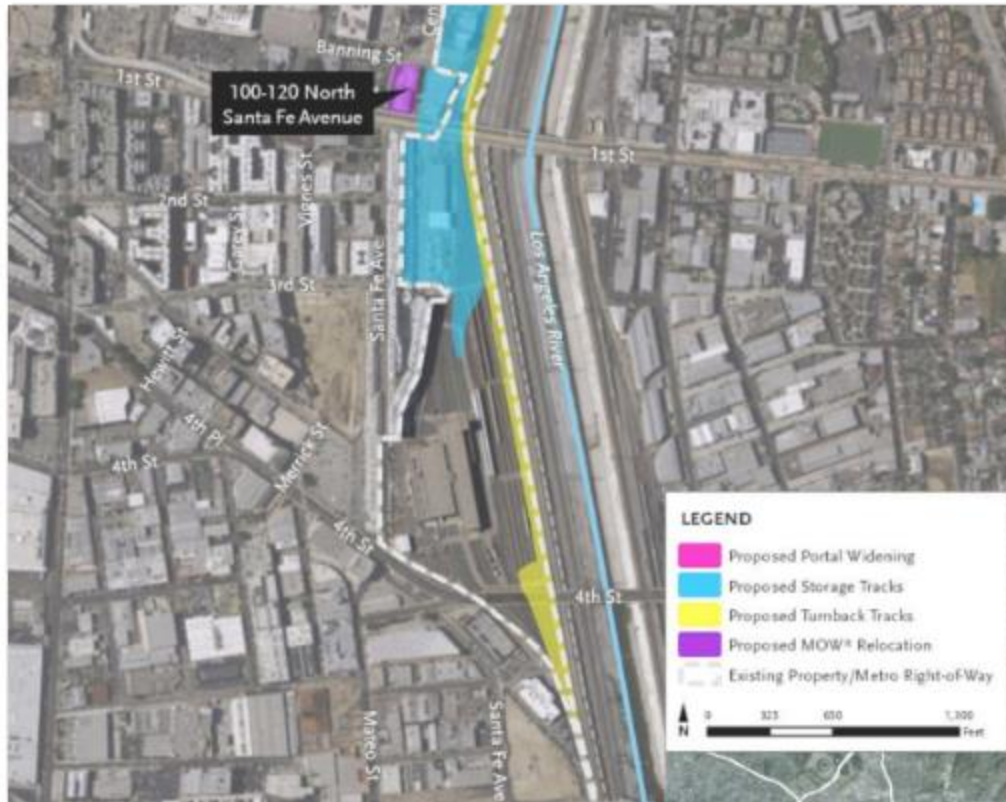
Public comment period for revised Notice of Preparation for the Division 20 Portal Widening and Turnback Facility project now open! metro.la/8m6o30hAq6E





Metro @metrolosangeles · Jan 8

Public comment period for revised Notice of Preparation for the Division 20 Portal Widening and Turnback Facility project now open! metro.la/57w530hAqdG



1

5

9



Metro @metrolosangeles · Jan 17

Public comment period for revised Notice of Preparation for the Division 20 Portal Widening and Turnback Facility project open through Feb. 2.

metro.la/QiV930hAqqq



1

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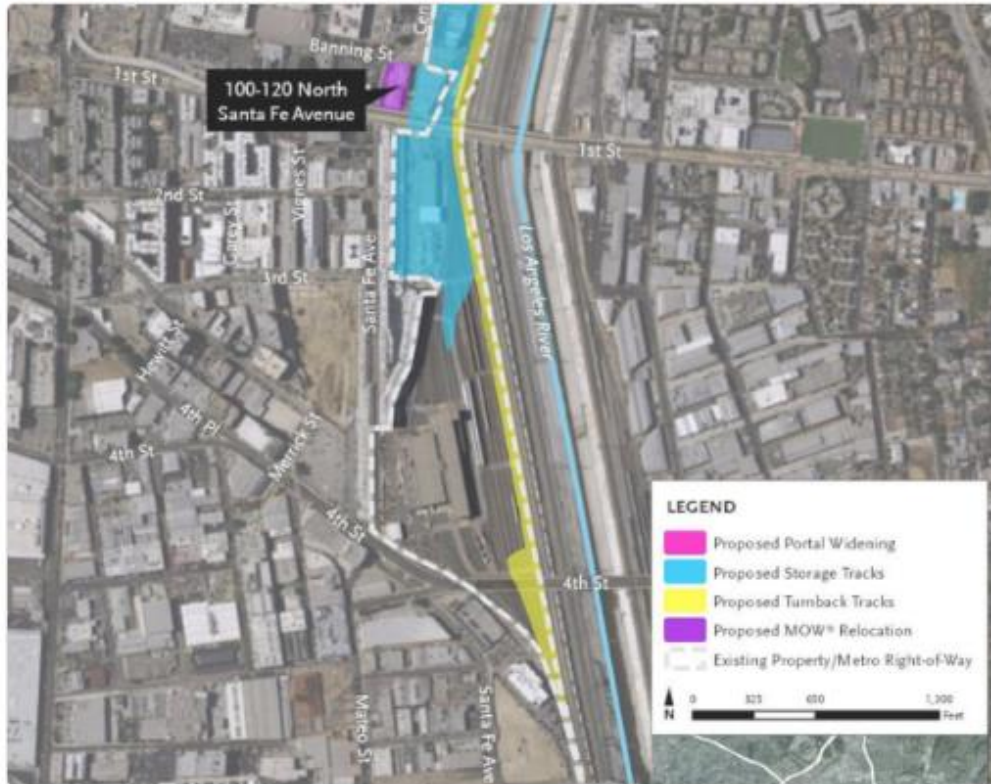
4



Metro @metrolosangeles · Jan 29

Public comment period for revised Notice of Preparation for the Division 20 Portal Widening and Turnback Facility project open through Feb. 2.

mtr.o.la/pQko30hAqwp





Division 20 Portal Widening and Turnback Facility

Appendix E

Blog Publications

Appendix E.1
NOP Blog Posts

Appendix E.2
Revised NOP Blog Posts

Appendix E.1

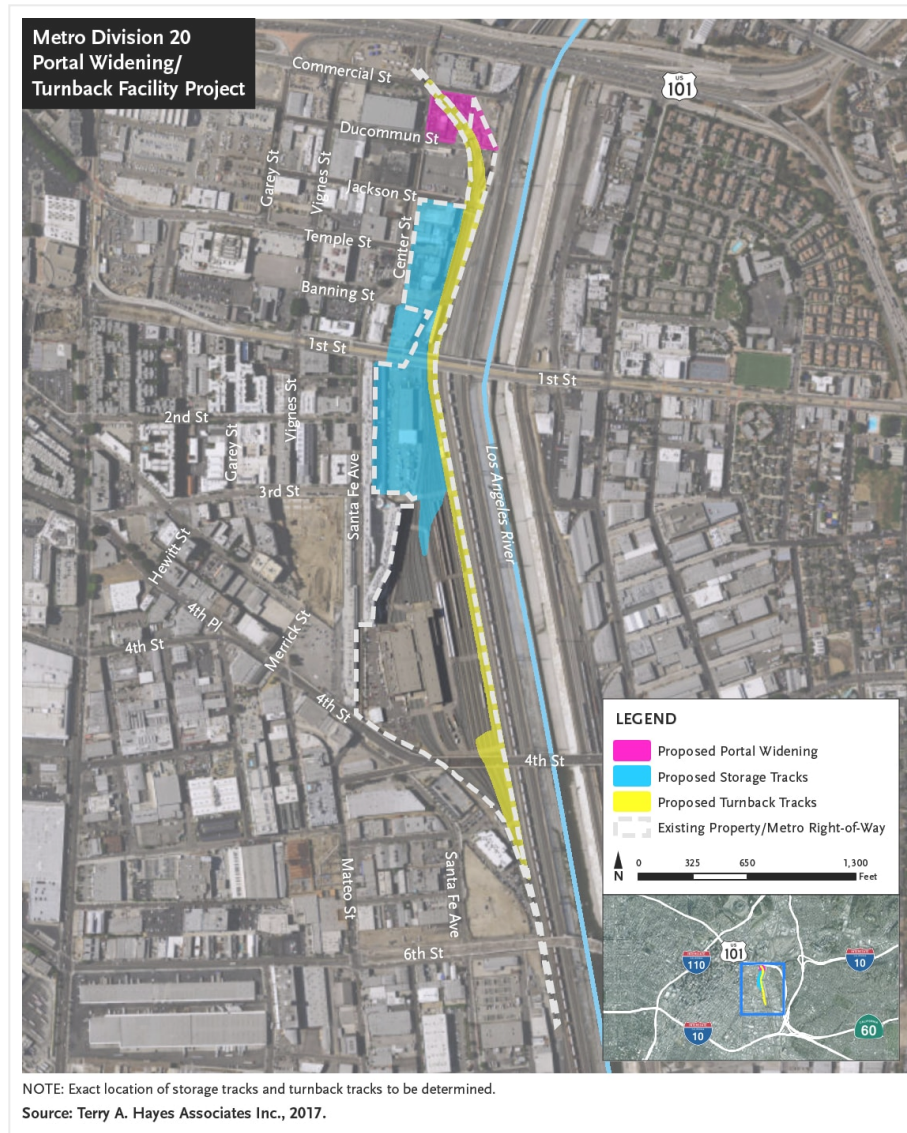
NOP Blog Posts

THEsource

Two public meetings upcoming for project at Union Station to improve subway capacity

BY [STEVE HYMON](#) , [OCTOBER 18, 2017](#)

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Earlier today Metro released the Notice of Preparation (NOP) for the [Division 20 Portal Widening and Turnback Facility project](#), formerly known as the Red/Purple Line Core Capacity Improvements. The project was environmentally cleared as an Initial Study/ Mitigated Negative Declaration in March 2017. The design team has since been looking at design changes to improve the turnback facility and has determined that the project will be cleared through an Environmental Impact Report (EIR).

Two public scoping meetings will be held for the project that will allow Red and Purple Line subway trains to turn around more quickly at Union Station. The project will also make it possible to run more trains on both lines and to create faster headways (time between trains) between Union Station, Wilshire/ Vermont and Civic Center Stations.

The meeting dates and locations are:



A view of the rail yards for the Red/Purple Line subway and the entrance to the tunnel at bottom left. Photo by Steve Hymon/Metro.

Wednesday, October 25, 2017

6:30 p.m. to 8 p.m.

Art Share L.A.

[801 East 4th Place](#)

Los Angeles, CA 90013

Street parking only.

Wednesday, November 8, 2017

3 p.m. to 5 p.m.

Japanese American Cultural and Community Center

Japanese Cultural Room, Floor 5

[244 S. San Pedro Street](#)

Los Angeles, CA 90012

The formal name of the project is the [Division 20 Portal Widening and Turnback Facility Project](#). The project is about to enter its formal environmental study phase and the meetings are a chance to learn what will be studied and to suggest any other topics or issues that should be addressed in the project's Environmental Impact Report.

Getting more trains in and out of Union Station more quickly is crucial as the Purple Line is currently being extended to the Miracle Mile, Beverly Hills, Century City and Westwood in the coming years. The first 3.9-mile section to new stations at Wilshire/La Brea, Wilshire/Fairfax and Wilshire/La Cienega is scheduled to open in 2023.

The project has two basic components. One is widening the tunnel entrance between Union Station and the Red/Purple Line subway yards in the downtown L.A. Arts District. The other part of the project involves building

new tracks in the yard where trains that just dropped of passengers at Union Station could turn around and quickly go back to Union Station.

The project is planned to be designed and built in such a way as not to preclude a future Arts District subway station. That project has not been given the go-ahead by the Metro Board, nor does it have funding — although it certainly has been discussed as a possible, separate project for the future. You can read more about [that Board report here](#).

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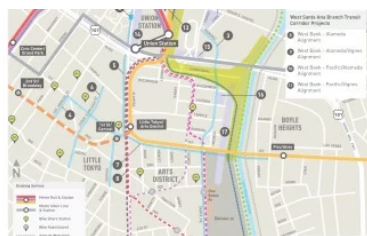
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Subway capacity project coming soon
December 20, 2016
In "Projects"



Subway turnback, Airport Connector receive state cap-and-trade funds
August 18, 2016
In "Projects"



Fresh map: the many projects near and dear to Union Station
April 18, 2017
In "Projects"

CATEGORIES: [Projects](#)
TAGGED AS: [Division 20 Portal Widening and Turnback Facility Project](#), [downtown Los Angeles](#), [dtdla](#), [environmental impact report](#), [Purple Line Extension](#), [Red/Purple Line](#), [scoping meetings](#), [subway yard](#), [time and location](#), [Union Station](#)

How We Roll, Oct. 17: Twitter Tuesday, congestion pricing vs L.A.

13 replies >

Daniel Lucero

New report details Metro's progress on reducing impact on environment



October 18, 2017 at
11:25 am

There is a switch before entering Union station in the station box, I dont understand why that can not be used to speed up trains rather than putting a switch / turn back on the other side of the station? what am I missing here?



Steve Hymon

October 18, 2017 at 11:51 am

Hi Daniel;

Some of the subway trains use those switches now to change tracks. That's why some trains slow down before entering Union Station and after exiting it with passengers. That slows down service — plus it's no fun for passengers to be on a train that is crawling despite having its own right-of-way in a tunnel.

This project would essentially move the switches to the other side of Union Station — so trains can switch tracks after dropping off passengers and before picking them up. That means more trains with passengers can run in and out of Union Station.

Hope that makes sense!

Steve Hymon
Editor, The Source



Morris Warren

October 18, 2017 at 2:29 pm

Hi Steve,

I have always wondered: does the switch get activated by the train's motorman or by an outside operator, or is it fully automatic?

Same question when a train approaches a wye?



GO Doyers

October 18, 2017 at 1:44 pm

Steve, Its more than that. There is already an interlocking east side of Union Station that allows the trains to crossover and back. The project to the Yard

and back would be a total different operation to get more trains in service or a lesser headway.



BradTom

October 18, 2017 at 4:10 pm

Steve, please explain this. Why do the some trains completely stop at the incoming edge of the platform then crawl into the station while not using the switch? Happens on both the red/purple lines coming and going. While some come to a stop, then put the peddle to the metal only to slam on the breaks. Can you say Highland Park Station.



Urban Engineering

October 21, 2017 at 9:06 am

It's part of the automatic train operation/protection system. At the end of the line, the system makes extra super sure the train isn't going to run off the edge of the platform. Since the Red/Purple Line trains are otherwise mostly automatic, this means the automatic control brings the train to a complete stop and waits for the operator to push a button to signal that everything looks ok. Then the train can pull into the station.

Similar stops and slow motion happened at Culver City Station on Expo before Phase 2 was built. At the time, overrunning the platform meant the train was going to fall 100ft onto Venice Blvd. Expo isn't operated by computer, but does have Automatic Train Protection, which has the power to stop the train if it doesn't obey certain restrictions. One of those restrictions is a sign before the station that read "Stop and Proceed".

Today's Headlines – Streetsblog Los Angeles

October 19, 2017 at 8:19 am

[...] Metro Announces Meetings For Union Station Turn-Around Project (The Source) [...]



Frank Mastroly

October 19, 2017 at 10:23 am

This is something that should have been done when the Red Line was first constructed,

As it is now, a train changing ends (a rail transit term for reversing direction) in the station blocks an arriving train, This project should result in more trains simultaneously changing ends without blocking the station platforms. Thus an arriving train will be able to access the station without having a preceding train blocking access to the station. Also, the east bound platform can now be used for all arriving trains instead of having them cross over upon arrival. This in itself slows down arriving trains even if the west bound (normal departure) platform is clear.

This same situation will exist at Metro Center until the Regional Connector is fully operational, As it is now, arriving Blue and Expo trains sometimes have to hold until a departing train exists the station.



pissed customer

October 19, 2017 at 10:45 am

They need to stop the homeless and the young teenagers that like to start drama, smoke their weed, start fights, and the free riders to stop avoiding fare. I don't ever ride the subway because of all of this crap!



James

October 19, 2017 at 11:45 am

Anything that improves the current headways on the red/purple line is good news. It's embarrassing how much time we have to wait between trains. In most major cities, if you miss one train, you only have wait between 3-6 minutes before another one arrives. Sometimes less, but I'm not expecting metro to morph into the London Underground anytime soon.



PhantomCommuter

October 24, 2017 at 2:10 pm

BART runs every 20 minutes off-peak in the Bay Area



Wanderer

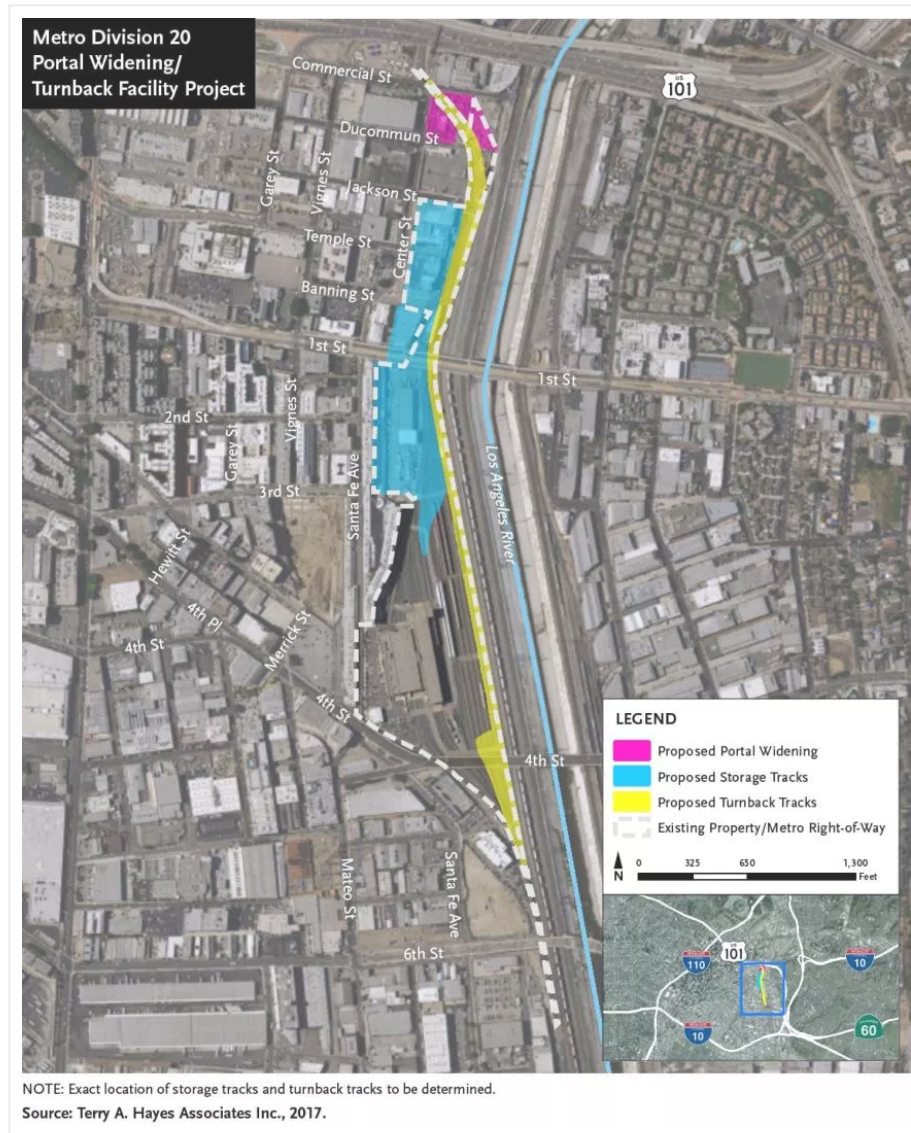
October 26, 2017 at 9:34 pm

ELpasajero

proyecto para permitir que los trenes den vuelta más rápido en Union Station

BY MARIA LUISA ARREDONDO , OCTOBER 18, 2017

DERECHOS DE
AUTOR
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Hoy por la mañana Metro dio a conocer el Aviso de Preparación (NOP) para el **Proyecto de la Ampliación del Portal de la División 20 y la Instalación para el Regreso de Trenes**, anteriormente conocido como las Mejoras para la Capacidad Central de las Líneas Red/Purple. El proyecto fue aprobado en el área ambiental con la Declaración/Estudio de Mitigación en marzo de 2017. Desde entonces, el equipo de diseño ha estado explorando cambios para mejorar la instalación de regreso de los trenes y ha determinado que el proyecto sea aprobado mediante el Reporte del Impacto Ambiental (EIR).

Para dar a conocer los detalles del proyecto se llevarán a cabo dos reuniones públicas que permitirán que los trenes subterráneos de las líneas Red y Purple den vuelta más rápido en Union Station. El proyecto también hará posible que más trenes pasen en ambas líneas y creará recorridos más rápidos entre las estaciones Union Station, Wilshire/ Vermont y Civic Center.

Aquí, las fechas y lugares de las reuniones:

Miércoles 25 de octubre de 2017

6:30 p.m. a 8 p.m.

Art Share L.A.

[801 East 4th Place](#)

Los Angeles, CA 90013

Estacionamiento en la calle

Miércoles 8 de noviembre de 2017

3 p.m. a 5 p.m.

Japanese American Cultural and Community Center

Japanese Cultural Room, Piso 5

[244 S. San Pedro Street](#)

Los Angeles, CA 90012

El nombre oficial en inglés del proyecto es [Division 20 Portal Widening and Turnback Facility Project](#). El proyecto está por entrar en la fase de estudio ambiental y las reuniones ofrecen una oportunidad para saber más sobre él y sugerir tópicos que se deben abordar en el Reporte del Impacto Ambiental.

Lograr que los trenes entren y salgan más rápido de Union Station es crucial porque la Purple Line se está extendiendo hasta Miracle Mile, Beverly Hills y Century City y en los próximos años llegará a Westwood. La primera sección de 3.9-millas tendrá nuevas estaciones en Wilshire/La Brea, Wilshire/Fairfax y Wilshire/La Ciénaga y se espera que se inaugure en 2023.

El proyecto tiene dos componentes básicos. Uno es la ampliación del túnel de entrada entre Union Station y los patios subterráneos de la Red/Purple Line en el centro de L.A. La otra parte involucra la construcción de nuevas vías en los patios, donde los trenes dejan a los pasajeros en Union Station y donde podrían dar la vuelta más rápido de regreso a Union Station.

El proyecto se ha planeado y diseñado de tal manera que no impida la construcción de una futura estación subterránea en Arts District. Ese proyecto todavía no ha sido aprobado por la Junta de Metro ni tiene fondos, aunque se ha discutido como algo posible. Pueden leer más en [este reporte de la Junta](#).

COMPÁRTELO EL PASAJERO:



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Reunión comunitaria sobre el proyecto para que los trenes den vuelta más rápido en Union Station

December 21, 2016

In "Proyectos"

Los proyectos de Metro alrededor de Union Station

April 19, 2017

In "Medida R"

El director general ejecutivo de Metro dice que no hay fondos para una estación en Arts District

November 17, 2017

In "Noticias de Transporte"

CATEGORIES: [Proyectos](#)
TAGGED AS: [Beverly Hills](#), [Century City](#), [Division 20](#), [El Pasajero](#), [Metro](#), [Purple Line](#), [Red Line](#), [Union Station](#), [Westwood](#)

Este fin de semana: autobuses reemplazarán a la Blue Line entre las estaciones Slauson y Willowbrook /Rosa Parks

Nuevo reporte detalla el progreso de Metro en reducir el impacto ambiental

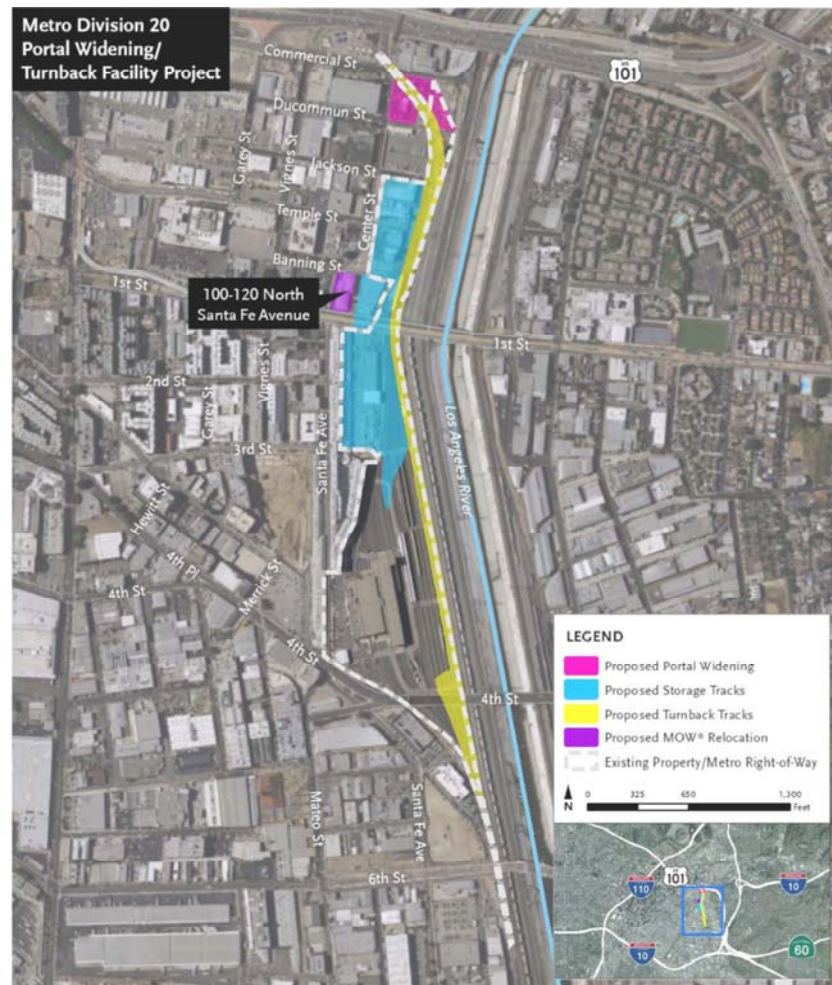
Appendix E.2

Revised NOP Blog Posts

Comment period opens on revised subway portal and turnback facility project

BY STEVE HYMON , JANUARY 3, 2018

Figure 1. Project Map – Overview



* Maintenance of Way
Source: Terry A. Hayes Associates Inc., 2017.

(http://s3-us-west-2.amazonaws.com/media.thesource.metro.net/wp-content/uploads/2018/01/03170246/metro_division_20_revised_nop.jpg)

Heads up, folks: Metro released a Notice of Preparation (NOP) for the [Division 20 Portal Widening and Turnback Facility project](https://nao1.safelinks.protection.outlook.com/?url=https%3A%2F%2Ft.e2ma.net%2Fclick%2F72a90c%2Frm3rwu%2Ff5t7gn&data=01%7C01%7Chymons%40metro.net%7C8c84f23cbfe04ec3325c08d5530b733a%7Cab57129bdbfd4caca77fc74c40364af%7Co&sdata=ooTDrwBYpsYticg4qbixBe6dJb4ASCcFutTADagupzE%3D&reserved=0) (<https://nao1.safelinks.protection.outlook.com/?url=https%3A%2F%2Ft.e2ma.net%2Fclick%2F72a90c%2Frm3rwu%2Ff5t7gn&data=01%7C01%7Chymons%40metro.net%7C8c84f23cbfe04ec3325c08d5530b733a%7Cab57129bdbfd4caca77fc74c40364af%7Co&sdata=ooTDrwBYpsYticg4qbixBe6dJb4ASCcFutTADagupzE%3D&reserved=0>) on October 18, 2017, hosted scoping meetings and recorded public comments until November 17, 2017. Since then, Metro has released a **revised NOP** to notify the public that the proposed project footprint has been expanded to include the property at 100-120 North Santa Fe Avenue.

This is the project that will allow Red/Purple Line trains to turn around more quickly at Union Station and will make it possible to run more subway trains on the Red and Purple Lines.

Metro invites public comments until **February 2, 2018**, on the acquisition and reuse of this additional property, as part of the analysis for the Draft Environmental Impact Report.

The revised NOP is

here: https://media.metro.net/projects_studies/capital_projects/images/metro_division_20_revised_nop.pdf (https://media.metro.net/projects_studies/capital_projects/images/metro_division_20_revised_nop.pdf)

Metro will accept public comments about the revised NOP **January 3 – February 2, 2018**. Comments submitted about the initial NOP from October 18- November 17, 2017 have been recorded by Metro and do not need to be resubmitted. No additional scoping meetings are scheduled.

Anyone can submit a comment about the revised NOP **until February 2, 2018** via mail or email to the following:

Cris B. Liban, Executive Officer, Environmental Compliance and Sustainability
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-16-9
Los Angeles, CA 90012
libane@metro.net

Questions? Please contact Michael Cortez, Community Relations Manager at 213.922.4465 or div20portalwidening@metro.net or visit our project website [here](#).

Related



Two public meetings upcoming for project at Union Station to improve subway capacity
October 18, 2017
In "Projects"



Subway capacity project coming soon
December 20, 2016
In "Projects"

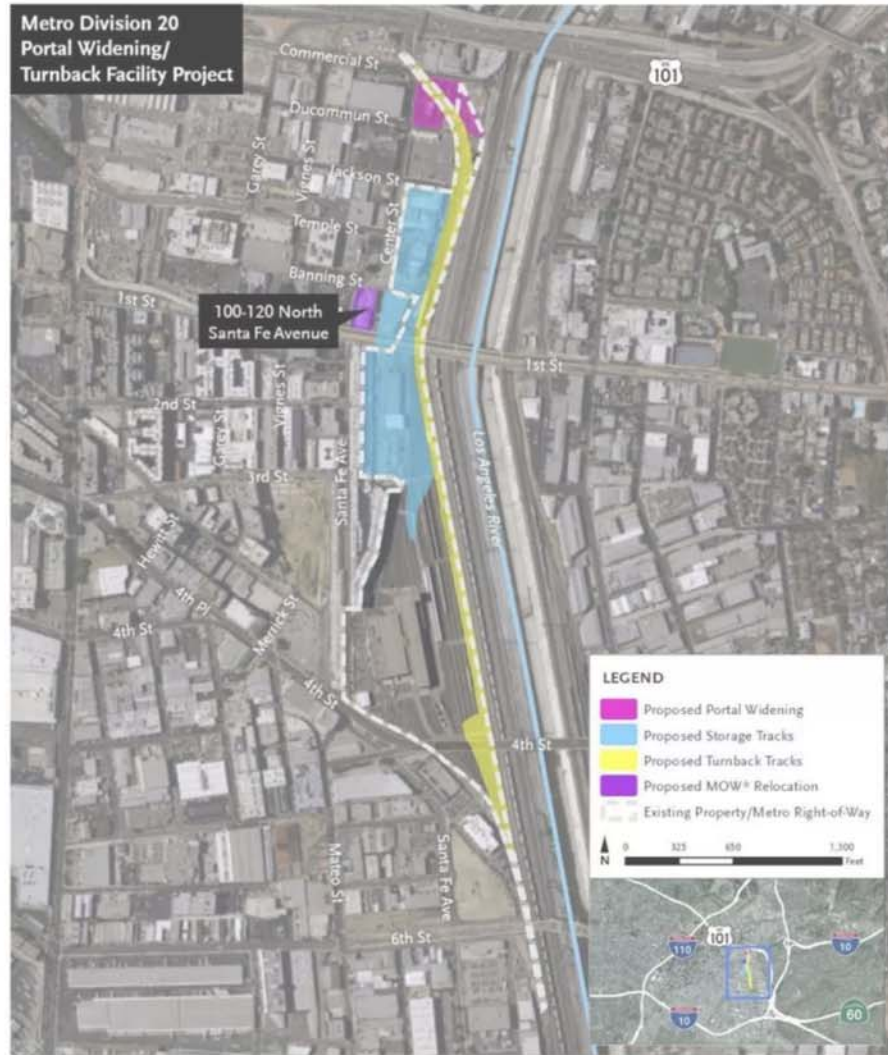


Fresh map: the many projects near and dear to Union Station
April 18, 2017
In "Projects"

Se inicia el periodo de comentarios para el proyecto de la ampliación del portal y las instalaciones para dar vuelta en la División 20

BY MARIA LUISA ARREDONDO , JANUARY 4, 2018

Figure 1. Project Map – Overview



* Maintenance of Way
Source: Terry A. Hayes Associates Inc., 2017.

Metro dio a conocer su Aviso de Preparación (NOP) para el **Proyecto de la Ampliación del Portal y de las Instalaciones para dar Vuelta en la División 20** el 18 de octubre de 2017 y organizó juntas comunitarias y recabó comentarios públicos hasta el 17 de noviembre del año pasado. Desde entonces, Metro ha dado a conocer la **revisión del NOP** para notificar al público que la propuesta original del proyecto se ha ampliado para incluir la propiedad ubicada en 100-120 de

North Santa Fe Avenue. Este es el proyecto que permitira a los trenes de las líneas Red/Purple dar vuelta más rápido en Union Station y hará posible que pasen más trenes en esas dos líneas. Metro invita al público a comentar sobre esta adquisición hasta el **2 de febrero de 2018**, como parte del análisis del Borrador para el Reporte del Impacto Ambiental.

Este es el enlace para consultar el NOP revisado: https://media.metro.net/projects_studies/capital_projects/images/metro_division_20_revised_nop.pdf
(https://media.metro.net/projects_studies/capital_projects/images/metro_division_20_revised_nop.pdf)

Metro aceptará comentarios del público sobre este NOP revisado del **3 de enero al 2 de febrero de 2018**. Los comentarios sobre el NOP original, que fueron entregados entre el 18 de octubre y el 17 de noviembre de 2017, ya están registrados y no se necesita enviarlos de nuevo. No se han programado reuniones comunitarias adicionales. Los comentarios sobre el NOP revisado **hasta el 2 de febrero de 2018** se deben **enviar** por correo electrónico o regular a:

Cris B. Liban, Executive Officer, Environmental Compliance and Sustainability

Los Angeles County Metropolitan Transportation Authority

One Gateway Plaza, Mail Stop 99-16-9

Los Angeles, CA 90012

libane@metro.net

Para más información por favor contacten a Michael Cortez, gerente de Relaciones Comunitarias al 213.922.4465 o a div2oportallwidening@metro.net .También pueden visitar la página del proyecto [aquí](#).

Related



Division 20 Portal Widening and Turnback Facility

Appendix F

Project Website



Division 20 Portal Widening & Turnback Facility Project

Overview **Next Steps** Project Map The Source

Under the initial design, Metro finalized the Initial Study/Mitigated Negative Declaration (IS/MND) in March 2017. However, through further design refinement, the project was reconfigured to accommodate more storage tracks and relocate the turnback facility. To further explain these project changes, Metro has decided to move forward with an Environmental Impact Report (EIR) for the project.

Metro released a Notice of Preparation (NOP) on October 18, 2017, which is the first step in the environmental review process. Two public scoping meetings were held in late October/early November 2017 to introduce the project and gather community input. Metro accepted public comments on the NOP from October 18 to November 17, 2017. To learn more about the [project's NOP](#).

Metro is now reviewing public comments received during the scoping period and will commence technical studies for the project, with the Draft Environmental Impact Report (DEIR) anticipated to be released in Spring 2018.



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Contact Us ^

Project Contact:
Project Hotline: 213.922.6913

Michael Cortez, Manager of Community Relations
213-922-4465
cortezmic@metro.net

Matthew Marquez, Community Relations Officer
213-922-5648
marquezmat@metro.net

Christina Harrington, Transportation Associate
213-922-5629
harringtonc@metro.net

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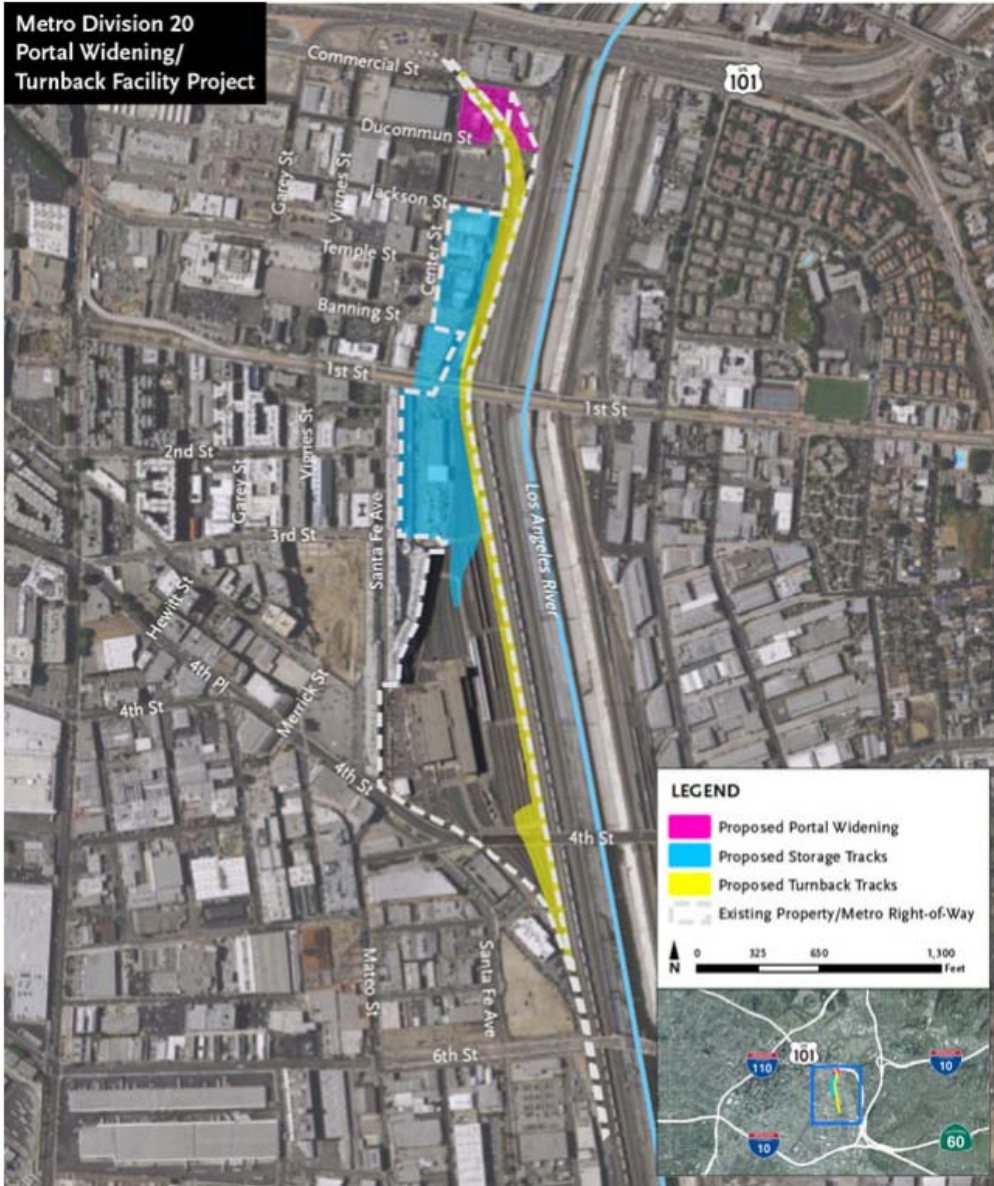
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**Metro Division 20
Portal Widening/
Turnback Facility Project**



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

Source: Terry A. Hayes Associates Inc., 2017.

 [Arts District Project Area Map](#)



Division 20 Portal Widening and Turnback Facility

Appendix G

E-blast Notifications

NOP E-blasts G.1

Appendix G.1.1

Meeting Invitation

Appendix G.1.2

Reminder #1

Appendix G.1.3

Reminder #2

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Thank You #1 / Reminder #3

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Reminder #4

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Stay Connected

Appendix G.1.8

Last Day to Comment

Revised NOP E-blasts G.2

Appendix G.2.1

Revised NOP Request for Comment

Appendix G.2.2

Revised NOP Reminder #1

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Revised NOP Reminder #2

Appendix G.2.4

Revised NOP Reminder #3

Appendix G.2.5

Revised NOP Thank You

Appendix G.1

NOP E-blasts

Appendix G.1.1

Meeting Invitation



We want to hear from you!

Formerly known as the Red/Purple Line Core Capacity Improvements Project, the Division 20 Portal Widening and Turnback Facility Project aims to accommodate increased service levels on the Metro Red/Purple Lines. To achieve this, Metro is planning facility improvements, like new tracks, switches, and train storage, to allow for improved service times at Union Station and throughout the Metro Red/Purple Line system.

Due to significant project design changes that will enhance Metro's ability to turn trains around faster and maintain right-of-way access, Metro has decided to move forward with an Environmental Impact Report (EIR) for the modified project. We will be **releasing a Notice of Preparation (NOP) next month**, the first step in the EIR process. Once released, it will be available for the public to review during a 30-day comment period, so look out for our future email announcing its release!

[Learn what a NOP is](#)

Save the date!

Metro will hold two scoping meetings to share the latest updates on the project, next steps, and gather community input. These community meetings will be held on:

Wednesday, October 25, 2017

6 - 8 p.m.

Art Share L.A.

801 E 4th PI

Los Angeles, CA 90013

Free structure parking (after 5 p.m.)

Wednesday, November 8, 2017

3 - 5 p.m.

Japanese American Cultural and Community Center

Japanese Cultural Room, Floor 5

244 S San Pedro St.

Los Angeles, CA 90012

Parking validation available.

Plan your trip at metro.net or by calling 323.GO.METRO (323.466.3876). All Metro meetings are held in ADA accessible facilities. Spanish and Japanese translation is provided. Other ADA accommodations and translations available by calling 213.922.2499 at least 72 hours in advance.

Questions?

Please visit our [project website](#) for more information or contact Michael Cortez, Community Relations Manager at 213.922.4465 or cortezmic@metro.net.

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Appendix G.1.2
Reminder #1



We want to hear from you!

The Notice of Preparation (NOP) for the the [Division 20 Portal Widening and Turnback Facility Project](#) has been released today! This is the first step in the environmental review process for the project's Environmental Impact Report (EIR). Metro will accept public comments on the NOP from October 18 to November 17, 2017.

[Find the NOP here](#)

Formerly known as the Red/Purple Line Core Capacity Improvements Project, the [Division 20 Portal Widening and Turnback Facility Project](#) aims to accommodate anticipated increased service levels on the Metro Red/Purple Lines by planning facility improvements in the Division 20 rail yard, located west of the Los Angeles River. Proposed improvements include new tracks, switches, and train storage. For more information about the project, visit metro.net/capitalprojects

Provide your comments!

The NOP is open to public comment from October 18 - November 17, 2017. Metro will hold two scoping meetings to share the latest updates on the project, next steps, and gather community input. These community meetings will be held on:

Wednesday, October 25, 2017

6 - 8 p.m.

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Can't attend the meetings?

Anyone can submit a comment about the NOP via mail or email to the following, until November 17, 2017:

Cris B. Liban, Executive Officer, Environmental Compliance and Sustainability
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-16-9
Los Angeles, CA 90012
libane@metro.net

Questions?

Please contact Michael Cortez, Community Relations Manager at 213.922.4465 or cortezmic@metro.net or visit our [project website](#) for more information.

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Appendix G.1.3
Reminder #2

Jason Jackson

From: LA Metro, Community Relations <cortezmic@metro.net>
Sent: Tuesday, October 24, 2017 9:34 AM
To: Jason Jackson
Subject: REMINDER: Division 20 scoping meeting is tomorrow



Division 20 Portal Widening and Turnback Facility

The 1st scoping meeting is *tomorrow* and we want your input!

The Notice of Preparation (NOP) for the [Division 20 Portal Widening and Turnback Facility Project](#) was released on October 18, 2017. Metro is accepting public comments about NOP until November 17, 2017. This is the first step in the environmental review process for the project's Environmental Impact Report (EIR) and we want to hear what you think!

[Find the NOP here](#)

Metro will hold two scoping meetings to share the latest updates on the [Division 20 Portal Widening and Turnback Facility Project](#), discuss next steps, and gather community input. These community meetings will be held on:

Wednesday, October 25, 2017

6 - 8 p.m.

[Art Share L.A.](#)

801 E 4th PI

Los Angeles, CA 90013

Free structure parking (after 5 p.m.)

Wednesday, November 8, 2017

3 - 5 p.m.

Japanese American Cultural and Community Center
Japanese Cultural Room, Floor 5
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Can't attend the meetings?

Anyone can submit a comment about the NOP via mail or email to the following, until November 17, 2017:

Cris B. Liban, Executive Officer, Environmental Compliance and Sustainability
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libane@metro.net

Questions?

Read our Frequently Asked Questions [here](#) or contact Michael Cortez, Community Relations Manager at 213.922.4465 or cortezmic@metro.net

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Appendix G.1.4

Thank You #1 / Reminder #3



Thank you for joining us!



Thank you to those who were able to attend our scoping meeting on Wednesday October 25, 2017 from 6-8pm at Art Share L.A. Attendees were able to learn more about the Division 20 Portal Widening and Turnback Facility project and provide comments about the Notice of Preparation (NOP) that was released on October 18, 2017. We appreciate the comments and questions from the community. Comments can be submitted about the NOP until **Friday, November 17, 2017** via mail or email to the following:

Cris B. Liban, Executive Officer, Environmental Compliance and Sustainability
 Los Angeles County Metropolitan Transportation Authority
 One Gateway Plaza, Mail Stop 99-16-9
 Los Angeles, CA 90012

libane@metro.net

[Find the NOP here](#)

Couldn't attend the last scoping meeting? Join us for the next one on November 8!

Metro will hold one more scoping meeting to share the latest updates on the [Division 20 Portal Widening and Turnback Facility Project](#) , discuss next steps, and gather community input. The last scoping meeting will be held on:

Wednesday, November 8, 2017

3 - 5 p.m.

[Japanese American Cultural and Community Center](#)

Japanese Cultural Room, Floor 5

244 S San Pedro St.

Los Angeles, CA 90012

Parking validation available.

Plan your trip at [metro.net](#) or by calling 323.GO.METRO (323.466.3876). All Metro meetings are held in ADA accessible facilities. Spanish and Japanese translation is provided. Other ADA accommodations and translations available by calling 213.922.2499 at least 72 hours in advance.

Questions?

Read our Frequently Asked Questions [here](#) or contact Michael Cortez, Community Relations Manager at 213.922.4465 or cortezmic@metro.net

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Appendix G.1.5
Reminder #4



The last scoping meeting is *tomorrow* and we want your input!

The Notice of Preparation (NOP) for the [Division 20 Portal Widening and Turnback Facility Project](#) was released on October 18, 2017. Metro is accepting public comments about the NOP until November 17, 2017. This is the first step in the environmental review process for the project's Environmental Impact Report (EIR) and we want to hear what you think!

[Find the NOP here](#)

Metro will hold the last scoping meeting for the project in order to share the latest updates on the [Division 20 Portal Widening and Turnback Facility Project](#), discuss next steps, and gather community input. The community meeting will be held on:

Wednesday, November 8, 2017

3 - 5 p.m.

[Japanese American Cultural and Community Center](#)

Japanese Cultural Room, Floor 5

244 S San Pedro St.

Los Angeles, CA 90012

Parking validation available.

Plan your trip at metro.net or by calling 323.GO.METRO (323.466.3876). All Metro meetings are held in ADA accessible facilities. Spanish and Japanese translation is provided. Other ADA accommodations and translations available by calling 213.922.2499 at least 72 hours in advance.

Can't attend the meetings?

Anyone can submit a comment about the NOP via mail or email to the following, until **November 17, 2017**:

Cris B. Liban, Executive Officer, Environmental Compliance and Sustainability
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-16-9
Los Angeles, CA 90012
libane@metro.net

Questions?

Read our Frequently Asked Questions [here](#) or contact Michael Cortez, Community Relations Manager at 213.922.4465 or cortezmic@metro.net

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Appendix G.1.6
Thank You #2



Thank you for joining us!



Thank you to those who were able to attend our final scoping meeting on Wednesday November 8, 2017 from 3-5pm at the [Japanese American Cultural and Community Center](#). Attendees were able to learn more about the [Division 20 Portal Widening and Turnback Facility project](#) and provide comments about the Notice of Preparation (NOP) that was released on October 18, 2017.

[Find the presentation here](#)

Couldn't attend the scoping meetings?

Comments about the NOP can be submitted until **Friday, November 17, 2017** via mail or email to the following:

Cris B. Liban, Executive Officer, Environmental Compliance and Sustainability
Los Angeles County Metropolitan Transportation Authority

One Gateway Plaza, Mail Stop 99-16-9
Los Angeles, CA 90012

libane@metro.net

[Find the NOP here](#)

Questions?

Contact Michael Cortez, Community Relations Manager at 213.922.4465
and cortezmic@metro.net or read the following:

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Appendix G.1.7

Stay Connected



Division 20 Portal Widening and Turnback Facility

Stay connected with the Division 20 Portal Widening and Turnback Facility Project!



[Sign up](#) to learn more and receive updates about the Division 20 Portal Widening and Turnback Facility Project, a LA Metro rail yard Improvements project located in the Arts District and near Little Tokyo.

Our emails will provide you information about:

- Project updates
- Public meetings
- How to get involved

[Subscribe here](#)



What's been happening with the project so far?

The [Notice of Preparation \(NOP\)](#) was released for a 30-day public comment period from October 18 - November 17, 2017. The NOP is the first step in the project's environmental review process. Learn how to submit comments at metro.net/capitalprojects

Metro held two public scoping meetings to share the latest updates about the project, discuss next steps, and gather community input. Learn more about the meetings at metro.net/capitalprojects

After November 17, Metro will be reviewing all public comments about the NOP as part of the technical environmental analysis and expects to release the Draft Environmental Impact Report (DEIR) in Spring 2018.

[Subscribe here to stay informed](#)

Still have questions?

Contact Michael Cortez, Community Relations Manager at 213.922.4465 and cortezmic@metro.net or read the following:

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Appendix G.1.8
Last Day to Comment



It's the last day to provide your comments!

The comment period for the Notice of Preparation (NOP) for the Division 20 Portal Widening and Turnback Facility Project **ends today, November 17, 2017**. The NOP was released on October 18, 2017 and is the first step in the environmental review process for the project's Environmental Impact Report (EIR). Your comments are important and help Metro's team understand community concerns about this project.

The Division 20 Portal Widening and Turnback Facility Project aims to accommodate anticipated increased service levels on the Metro Red/Purple Lines by planning facility improvements in the Division 20 rail yard, located west of the Los Angeles River. Proposed improvements include widening the heavy rail portal south of the 101 freeway, building new tracks and switches, and increasing train storage capacity.

[Find the NOP here](#)

Want to submit a comment?

You can submit your comment about the NOP until **today, November 17, 2017** via mail or email to the following:

Cris B. Liban, Executive Officer, Environmental Compliance and Sustainability
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-16-9
Los Angeles, CA 90012

libane@metro.net

Mail postmarked on November 17, 2017 will be accepted.

Questions?

Contact Michael Cortez, Community Relations Manager at 213.922.4465 and cortezmic@metro.net or read the following:

[Frequently Asked Questions](#)

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Appendix G.2

Revised NOP E-blasts

Appendix G.2.1
Revised NOP Request for Comment

From: Division 20 Portal Widening
To: [Jason Jackson](#)
Subject: Revised Division 20 project in Arts District/Little Tokyo
Date: Wednesday, January 03, 2018 4:38:47 PM



Revised project needs your input!

Metro released a Notice of Preparation (NOP) for the [Division 20 Portal Widening and Turnback Facility project](#) on October 18, 2017, hosted scoping meetings, and recorded public comments until November 17, 2017. Since then, Metro has released a **revised NOP** to notify the public that the proposed project footprint has been expanded to include the property at 100-120 North Santa Fe Avenue. Metro invites public comments until **February 2, 2018** on the acquisition and reuse of this additional property, as part of the analysis for the Draft Environmental Impact Report.

[Find the revised NOP here](#)

How to provide comments

Metro will accept public comments about the revised NOP **January 3 - February 2, 2018**. Comments submitted about the initial NOP from October 18- November 17, 2017 have been recorded by Metro and do not need to be resubmitted. No additional scoping meetings are scheduled.

Anyone can submit a comment about the revised NOP **until February 2, 2018** via mail or email to the following:

Cris B. Liban, Executive Officer, Environmental Compliance and Sustainability
Los Angeles County Metropolitan Transportation Authority

One Gateway Plaza, Mail Stop 99-16-9
Los Angeles, CA 90012
libane@metro.net

Questions?

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Appendix G.2.2
Revised NOP Reminder #1



Happy 2018! This is the first of a bimonthly newsletter, bringing you the latest about Metro projects in Central L.A., community member spotlights, and Metro planning basics. **Want to stay in the loop?** Opt-in for the subscription by clicking [here](#) and you won't miss out!



Looking Back on 2017

2017 was a busy year for Metro in the Central L.A. neighborhood. Two major projects- West Santa Ana Branch Transit Corridor and Union Station Forecourt and Esplanade Improvements- completed their scoping phases, Regional Connector's tunnel boring machine Angeli nearly completed twin tunnels from Little Tokyo to the Financial District, the Union Station Bike Hub opened for business in November, and much more! But we're not stopping there. Read below to see the latest for 2018.

Community Spotlight



Olvera Street: Valerie & Norma Garcia

Metro's LA Union Station Forecourt and Esplanade Improvements project plans to connect Union Station to the surrounding communities, including the El Pueblo community and Olvera Street merchants. Owners of Casa California, mother and daughter duo Norma and Valerie Garcia preserve generations of rich Mexican American history, offering their customers religious artifacts that bring the comforts of home from various regions in Mexico. Read more [here](#).

Central LA Project Updates



Revised scope for Division 20 Project

Due to a change in scope, the Metro team has released a revised Notice of Preparation (NOP) for the Division 20 Portal Widening and Turnback Facility project. Metro will be receiving public comment about the NOP for 30 days: **January 3 - February 2, 2018**. Find the revised NOP and details about how to submit comments by

clicking [here](#).

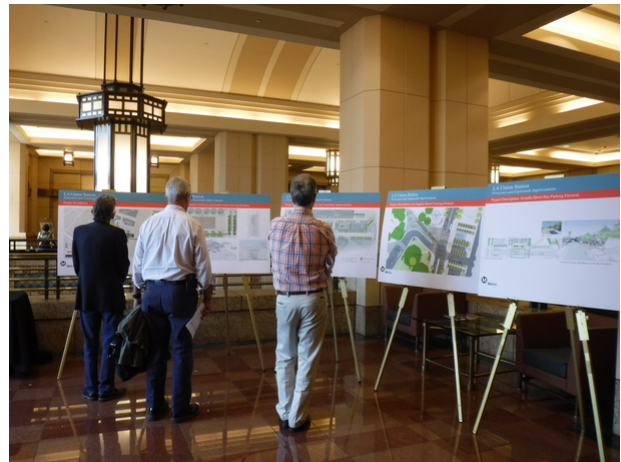
Union Station Forecourt & Esplanade Improvements: *Final EIR is here!*

On January 16, 2018, Metro released the Final Environmental Impact Report (FEIR) for the Los Angeles Union Station Forecourt and Esplanade Improvements project. The FEIR includes Metro



staff's recommendation for Alternative Three, which includes a partial closure of Los Angeles Street, a restricted left-hand turn onto Alameda Street from Los Angeles Street, tour bus parking on Arcadia Street during off-peak hours, and a two-way buffered bike lane on Los Angeles Street within the project boundaries. Find out more about the project and the upcoming public hearings by clicking [here](#).

Metro Planning 101



Lesson 1: CEQA and NEPA

For projects that Metro plans to build, they must follow the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). These policies require agencies, like Metro, to identify any significant environmental impacts that their projects may incur in the communities in which they are built. Any identified impacts must be avoided or mitigated, if possible.

[Learn more about CEQA](#)

[Learn more about NEPA](#)

Community Events

Union Station Happenings!

There's always something fun happening at Union Station. To check out the latest events and tours, click [here](#). Hope to see you there!



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Appendix G.2.3
Revised NOP Reminder #2

From: Division 20 Portal Widening
To: [Jason Jackson](#)
Subject: Reminder: Public Comment Period Ends February 2
Date: Monday, January 22, 2018 1:10:35 PM



Don't forget: comments for revised project are due February 2!

Metro released a Notice of Preparation (NOP) for the [Division 20 Portal Widening and Turnback Facility project](#) on October 18, 2017, hosted scoping meetings, and recorded public comments until November 17, 2017. Since then, Metro released a **revised NOP** on January 3, 2018 to notify the public that the proposed project footprint has been expanded to include the property at 100-120 North Santa Fe Avenue. Metro invites public comments until **Friday, February 2, 2018** on the acquisition and reuse of this additional property, as part of the analysis for the Draft Environmental Impact Report.

[Find the revised NOP here](#)

How to provide comments

Metro will accept public comments about the revised NOP until **Friday, February 2, 2018**. Comments submitted about the initial NOP from October 18- November 17, 2017 have been recorded by Metro and do not need to be resubmitted. No additional scoping meetings are scheduled.

Anyone can submit a comment via mail or email to the following:

Cris B. Liban, Executive Officer, Environmental Compliance and Sustainability

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-16-9
Los Angeles, CA 90012
libane@metro.net

Questions?

Please contact Michael Cortez, Community Relations Manager at 213.922.4465 or div20portalwidening@metro.net or visit our project website [here](#).

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Appendix G.2.4
Revised NOP Reminder #3

From: Division 20 Portal Widening
To: [Jason Jackson](#)
Subject: Deadline is tomorrow! Public Comment Period Ends Feb. 2
Date: Thursday, February 01, 2018 10:01:47 AM



Comments for revised project are due tomorrow!

Metro released a Notice of Preparation (NOP) for the [Division 20 Portal Widening and Turnback Facility project](#) on October 18, 2017, hosted scoping meetings, and recorded public comments until November 17, 2017. Since then, Metro released a **revised NOP** on January 3, 2018 to notify the public that the proposed project footprint has been expanded to include the property at 100-120 North Santa Fe Avenue. Metro invites public comments until **Friday, February 2, 2018** on the acquisition and reuse of this additional property, as part of the analysis for the Draft Environmental Impact Report.

[Find the revised NOP here](#)

How to provide comments

Metro will accept public comments about the revised NOP until **tomorrow, February 2, 2018**. Comments submitted about the initial NOP from October 18- November 17, 2017 have been recorded by Metro and do not need to be resubmitted. No additional scoping meetings are scheduled.

Anyone can submit a comment via mail or email to the following:

Cris B. Liban, Executive Officer, Environmental Compliance and Sustainability

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-16-9
Los Angeles, CA 90012
libane@metro.net

Questions?

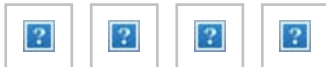
Please contact Michael Cortez, Community Relations Manager at 213.922.4465 or div20portalwidening@metro.net or visit our project website [here](#).

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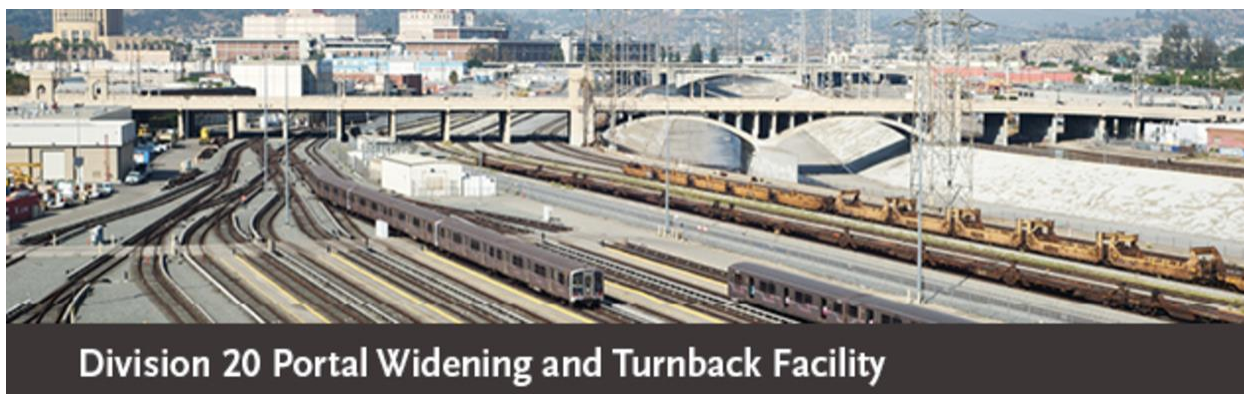
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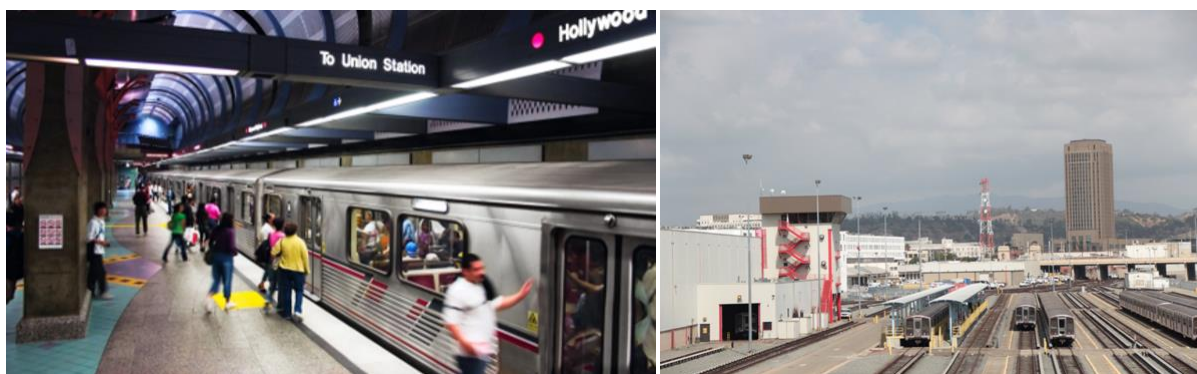


Appendix G.2.5
Revised NOP Thank You



Thank you for your comments!

Thank you to those who submitted public comments about the revised Notice of Preparation (NOP) for the Division 20 Portal Widening and Turnback Facility project. The public comment period closed Friday, February 2, 2018. We appreciate your participation in this important process as Metro proposes facility improvements for the Division 20 rail yard to enhance service for the Metro Red and Purple Line.



What's next?

In preparation for the Project's Draft Environmental Impact Report (DEIR), Metro is in the process of reviewing public comments submitted for both the initial and revised NOP and conducting technical analyses. Metro anticipates publishing and inviting public comment on the DEIR in Spring 2018.

Questions?

Please contact Michael Cortez, Community Relations Manager at 213.922.4465 or div20portalwidening@metro.net , visit our project website by clicking [here](#), or read the following:

- [Project Fact Sheet](#)
- [Hoja informativa](#)
- [ファクトシート](#)

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Division 20 Portal Widening and Turnback Facility

Appendix H Extended Outreach Matrix & Earned Media

Appendix H.1
Extended Outreach Matrix

Appendix H.2
Earned Media

Appendix H.2.1
NOP Earned Media

Appendix H.2.2
Revised NOP Earned Media

Appendix H.1

Extended Outreach Matrix

Los Angeles County Metropolitan Transportation Authority
Division 20 Portal Widening and Turnback Facility
 Extended Outreach Matrix

Organization	Salutation	First Name	Last Name	Email	Address	City	State	Zip Code	Phone	E-Newsletter Distribution	Tri-fold Counter-top Distribution	Post Flyer	Notes	Delivery Method/Staff
Business														
A+D Architecture and Design Museum	Mr.	Eric	Stultz	info@aplusd.org	900 E 4th St	Los Angeles	CA	90013	213 346 9734					
Arts District Brewing Co.					828 Traction Ave	Los Angeles	CA	90013	213 519 5887					
Blacktop Coffee											25			
Blue Bottle Coffee											25			
Boomtown Brewery					700 Jackson St	Los Angeles	CA	90012	213 617 8497					
Groundwork Coffee Co											25			
Los Angeles Latino Chamber of Commerce	Ms.	Theresa	Martinez	info@lalcc.org	333 S Grand Ave Ste 450	Los Angeles	CA	90071			50			
Los Angeles River Artists and Business Association (LARABA)	Mr.	Christopher	Fudurich	president@laraba.org										
The Historic Core Business Improvement District	Ms.	Blair	BeSuiten	blair@historiccore.bid										
Urth Caffé											25			
Villains Tavern														
Community Group/Service/Other														
Art District Dog Park					1004 E 4th St	Los Angeles	CA	90013	213 924 1621					
Art Share LA	Ms.	Cheyenne	Sauter	cheyenne@artsharela.org	801 E 4th Pl	Los Angeles	CA	90013	310 926 6657		50		Likely a City park	
Arts District Community Council LA	Ms.	Laura	Velkei	laura@adccla.org	1855 Industrial St Ste 106	Los Angeles	CA	90021	323 268 5000					
Arts District Park					501 S Hewitt St	Los Angeles	CA	90013					Likely a City park	
Central City Association of Los Angeles	Ms.	Jessica	Lall	jlall@ccala.org	626 Wilshire Blvd Ste 200	Los Angeles	CA	90017	213 416 7512					
Chinese Historical Society of Southern California	Mr.	Donald	Loo	chssc@hotmail.com	415 Bernard St	Los Angeles	CA	90012	323 222 0856					
Historic Cultural Neighborhood Council (HCNC)	Mr.	Alan	Kumamoto	akumamoto@aol.com	307 E 1st	Los Angeles	CA	90012	213 849 0012					
Japanese American Cultural & Community Center (JACCC)	Ms.	Marlene	Lee	lee@jacc.org	244 S San Pedro St	Los Angeles	CA	90012	213 628 2785					
Nishi Hongwanji Buddhist Temple		Senior	Pastor	info@nishihongwanji la.org	815 E 1st St	Los Angeles	CA	90012	213 680 9130					
St. Francis Xavier Church Japanese Catholic Center	Fr.	Doan	Hoang	info@sfxjcc.org	222 S Hewitt St	Los Angeles	CA	90012	213 626 2279		50			
Residential Complex														
Barkers Block Home Owners Association					510 S Hewitt St	Los Angeles	CA	90013	213 473 0077					
Molino Street Lofts					500 530 Molino St	Los Angeles	CA	90013	213 988 0826					
Newberry Lofts				Newberryloftsdtla@gmail.com	900 E 1st St	Los Angeles	CA	90012	310 699 5331					
One Santa Fe					300 S Santa Fe Ave	Los Angeles	CA	90013	213 631 5777					
The Garey Building Apartments					905 E 2nd St	Los Angeles	CA	90012	844 852 4710					
Civic, School & Medical														
Beyond the Bell	Ms.	Marylou	Hernandez	bth@lausd.net	333 S Beaudry Ave 29thFl	Los Angeles	CA	90017	213 241 7900		50			
C. Erwin Piper Technical Center		Executive	Director		555 Ramirez St	Los Angeles	CA	90012	213 473 8440					
Department of Public Social Services Civic Center		Executive	Director		813 E 4th Pl	Los Angeles	CA	90013	213 896 8890		50			
Dolores Mission School	Ms.	Karina	Moreno Corgan	kmoreno@dolores.mission.org	170 S Gless St	Los Angeles	CA	90033	323 881 0001		50			
Felicitas and Gonzalo Mendez High School	Mr.	Mauro	Bautista	mxb2043@lausd.net	1200 Plaza Del Sol	Los Angeles	CA	90033	323 981 5400					
LAPD Central Community Police Station	Captain	Marc	Reina		251 E 6th St	Los Angeles	CA	90014	213 486 6606		50			
Little Tokyo Branch Library											50			
Little Tokyo Koban Center and Visitor's Center					307 E 1st St	Los Angeles	CA	90012	213 613 1911		50			
Little Tokyo Metro Community Office (Regional Corridor)											50			
Southern California Institute of Architecture	Mr.	Hernan	Diaz Alonso	sci_arc_directors_office@sciarc.edu	960 E Third St	Los Angeles	CA	90013	213 356 5327		50			
Temple Medical Center	Ms.	Ann	Orozco		124 N Vignes St	Los Angeles	CA	90012	213 626 5679		50			
Utah Street Elementary School	Ms.	Deborah	Gayle	dag1295@lausd.net	255 Gabriel Garcia Marquez St	Los Angeles	CA	90033	323 261 1171		50			
White Memorial Hospital		Executive	Director	info@whitememorial.com	1720 Cesar E Chavez Ave	Los Angeles	CA	90033	323 268 5000			100		
White Memorial Medical Center		Executive	Director	info@whitememorial.com	1720 Cesar E Chavez Ave	Los Angeles	CA	90033	323 268 5000			50		

900

New to list since original submission (includes feedback from Christina and Mathew)
 Ideal notice distribution via e newsletter
 Ideal notice distribution by counter
 Ideal notice distribution by flyer

Appendix H.2

Earned Media

Appendix H.2.1

NOP Earned Media



urbanize.LA NEIGHBORHOODS ADVERTISE WITH US     

Metro Unveils New Plan for Arts District Rail Yard Modifications
The revised project would not preclude a passenger station at 6th Street.

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by [STEVEN SHARP](#) on October 19, 2017, 10:54AM
photos by [HUNTER KERHART](#)

[Metro has unveiled updated new plans](#) for improvements at the [Arts District's](#) Division 20 rail yard, a key component in [the Purple Line's extension to Westwood](#).

In order to facilitate the increased service planned for the Red and Purple Lines, Metro is:

- Widening an existing portal located south of the US-101 freeway
- Constructing a new turnback facility for rail vehicles.

These actions will allow for faster turnaround times than are currently possible at the existing Union Station terminus, which features a stub-end layout without tail tracks.

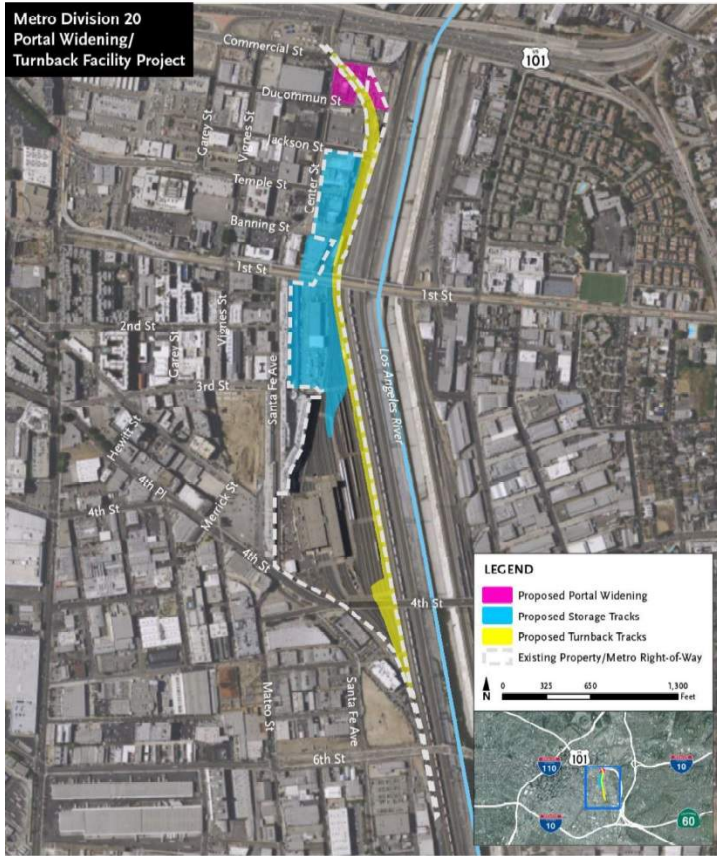
As part of the revised project, Metro also is laying the groundwork for an expansion of the existing rail yard to increase vehicle storage capacity. This may involve the demolition of over 300,000 square feet of existing buildings at 815 E. Temple Street, 234 Center Street, 210 Center Street, 1001 E. 1st Street and 214 S. Santa Fe Avenue. These properties include [a development site previously owned by Atlas Capital Group](#), and [the 19th century Pickle Works building](#).

Another key difference from the earlier plan is the proposed site of the turnback facility, which has been moved from 1st Street to a new location between 4th and 5th Streets. This revised layout would not preclude an eventual extension of Red and Purple Line service to a proposed [6th Street Viaduct](#), which was a criticism of [the prior arrangement](#).

However, the proposed Arts District rail extension is not considered a part of the Division 20 project, although the Metro Board of Directors has recently [revived the push for building a station in the neighborhood](#).

- [Metro Clarifies the Future of an Arts District Subway Station](#) (Urbanize LA)

Figure 1. Project Map – Overview



NOTE: Exact location of storage tracks and turnback tracks to be determined.
Source: Terry A. Hayes Associates Inc., 2017.

Image via Metro



METRO PURPLE LINE DIVISION 20

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METRO LOS ANGELES

Metro Arts District rail yard could be upgraded, taking out a few buildings

The revamped rail yard would help Purple Line trains run every four minutes

BY **BIANCA BARRAGAN** | OCT 20, 2017, 3:56PM PDT



Metro's existing Division 20 rail yard in the Arts District | Shutterstock.com

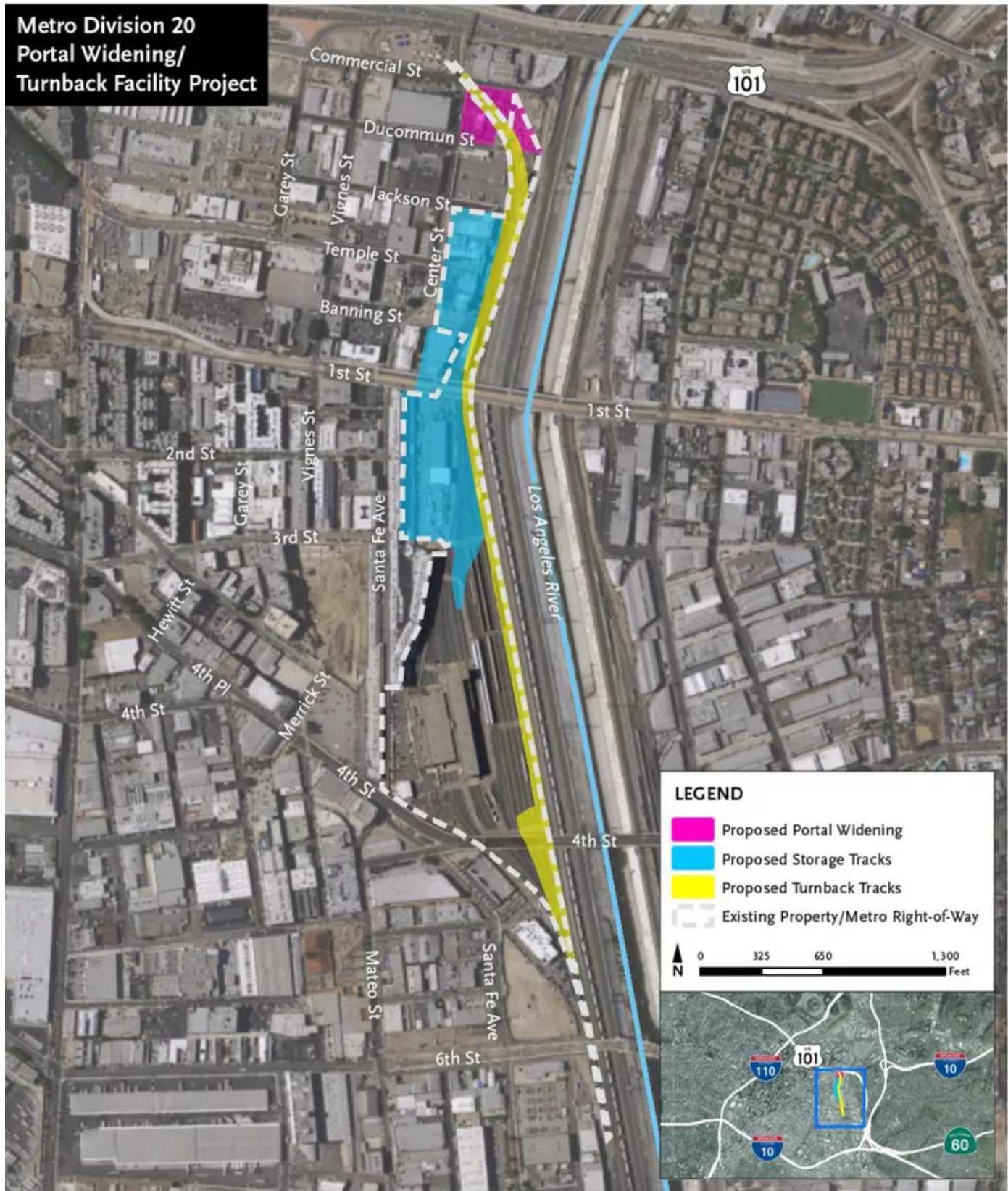
Metro is proposing a handful of upgrades for its existing Division 20 rail yard in the Arts District area that would help the [post-expansion Purple Line](#) stay on time. It would also make some changes to the neighborhood in the process, says [Urbanize LA](#).

The 45-acre rail yard is roughly bounded by the Los Angeles River, Santa Fe Avenue, Ducommun Street, and Sixth Street Viaduct. The proposed changes would expand the yards a bit, requiring the demolition of more than 300,000 square feet of buildings, according to Metro.

Structures at 815 East Temple Street, 234 Center Street, 210 Center Street, 1001 East 1st Street, and 214 South Santa Fe Avenue would be razed, and the project “would vacate Jackson Street, Banning Street, and Ducommun Street in their segments east of Center Street,” says [a Metro notice](#) for the project.

Metro would use the existing and added space to rejigger the tracks already on-site for both Red and Purple Line trains. The agency would also widen the existing portal that links the yard to the subway lines.

Figure 1. Project Map – Overview



Via Metro

The goals of the project are to keep up with the expected increase in demand once the Purple Line's extension all the way to Westwood comes online, as well as "provide faster and more reliable service times at Union Station."

The project's being partially funded by [a grant that Metro won in August 2016](#), and "all new elements are being designed to support four-minute peak service on the Metro Purple line," Metro spokesperson Dave Sotero tells Curbed.

The Purple Line's expansion is well underway, with the first segment from Wilshire/Western to Wilshire/La Cienega [under construction now](#).

Unfortunately, this project doesn't really have a connection to the possible future Arts District Metro stop. [The Source](#) explained earlier this week that this turnaround facility project "is planned to be designed and built in such a way as not to preclude a future Arts District subway station," which doesn't yet have the approval of the Metro Board or funding, but [it's looking likely](#) that one will get built.

- [Metro Unveils New Plan for Arts District Rail Yard Modifications](#) [Urbanize LA]

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AD



Arts District Los Angeles shared Los Angeles River Artists & Business Association (LARABA)'s post.

October 24 at 9:59am · 🌐

Speak up, Arts District!



Los Angeles River Artists & Business Association (LARABA)

October 24 at 9:58am · 🌐

👍 Like Page

Want a Metro Train Station in the Arts District? 🚆 Then attend the meetings on Oct. 25th or Nov. 8th!

Metro will hold two scoping meetings to share the latest ...

[See More](#)

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http://www.ladowntownnews.com/news/weigh-in-on-changes-to-arts-district-rail-yard/article_56479adc-c0e1-11e7-95da-c3a43bcb24cd.html

FEATURED

News

Weigh in on Changes to Arts District Rail Yard

Nov 6, 2017



photo by Gary Leonard

DTLA - The Metropolitan Transportation Authority is sharing new details and taking input on its plans to update the 45-acre Division 20 rail yard in the Arts District.



[Get DTLA stories in our daily email newsletter.]

Plans call for widening the rail tunnel on the site, restructuring the tracks and adding a turnback facility at Sixth Street, as well as creating new power substations inside the facility. A series of buildings would need to be demolished to make way for the changes. The project would prepare Metro to run Red and Purple line trains more frequently once a Purple Line extension is finished, and to improve service times at nearby Union Station; the yard could also store more trains. The yard is between Santa Fe Avenue and the Los Angeles River. A public meeting on the project will be held on Wednesday, Nov. 8, at 3 p.m. at the Japanese American Cultural and Community Center at 244 S. San Pedro St. There will be an opportunity to offer feedback and ask questions. More information is at metro.net/projects/division-20.

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ARTS DISTRICT

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9

Metro CEO says it'll take a miracle to get an Arts District rail station built

Not gonna happen "unless manna falls from heaven"

BY **BIANCA BARRAGAN** | NOV 16, 2017, 9:45AM PST



There's support—but no money—for a new rail station in the Arts District. | Shutterstock

There has been a lot of enthusiasm for [another possible rail connection](#) to the [Arts District](#), but until you can pay for a new station with excitement, don't expect it to happen.

A lack of funding is the biggest hurdle facing the construction of the desired stop, the [Downtown News](#) reports.

Metro CEO Phil Washington told luncheon attendees at the Los Angeles Current Affairs Forum that “unless manna falls from heaven,” the AD probably isn’t going to get a second rail stop.

“We don’t argue that a station would be a good idea in the Arts District,” Washington said, according to the *News*. “The question is, how do you pay for it? Because it’s not in anybody’s budget.”

Metro’s own board of directors commissioned a study on extending the Red and Purple lines to the Arts District, and that study [recommended adding a new station](#)—either at Third or Sixth streets—to Metro’s Long Range Transportation Plan.

But a new station (or stations) in the Arts District wasn’t included on the lengthy [list of projects](#) funded by Measure M, so financing is going to have to come from somewhere else. (Apparently, heaven.)

Right now, the *News* says, Metro’s focusing all its efforts on its project to expand its existing turnaround facility in the neighborhood [to provide faster train service](#)—every four minutes during rush hour—and more reliable service once the [Purple Line’s extension](#) opens in 2024.

The Arts District has a Gold Line station near its northeast border at Alameda and First streets that it shares with Little Tokyo, but there’s no rail connection in the heart of the neighborhood or closer to its southern end, where [new, high-profile](#) developments are [in the works](#).

- [Metro CEO Says No Arts District Station Unless ‘Manna Falls From Heaven’](#) [Downtown News]
- [Metro Arts District rail yard could be upgraded, taking out a few buildings](#) [Curbed LA]
- [New report recommends adding Arts District station to Metro’s longterm plans](#) [Curbed LA]
- [Metro board members want a new study of possible Arts District rail stations](#) [Curbed LA]

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AD

http://www.ladowntownnews.com/news/metro-ceo-says-no-arts-district-station-unless-manna-falls/article_1e6ebc1c-ca64-11e7-afe9-373bc769c958.html

FEATURED

Metro CEO Says No Arts District Station Unless 'Manna Falls From Heaven'

By Jon Regardie Nov 16, 2017



DTLA—Earlier this year, enthusiasm mounted among Downtown Los Angeles stakeholders for a Metro station in the Arts District. The call came in response to a rush of housing development in the area, as thousands of residents are expected to arrive in the coming years.

[Get DTLA stories in our daily email newsletter.]

The Metropolitan Transportation Authority even studied the idea of erecting a station at either Third or Sixth streets.



At a luncheon hosted by the Los Angeles Current Affairs Forum on Monday, Nov. 13, Metro CEO Phil Washington revisited the matter. He acknowledged the importance, but said that unless there is something of a financial miracle, the Arts District won't get its station.

"We don't argue that a station would be a good idea in the Arts District," he said at the luncheon at the Palm restaurant. "The question is, how do you pay for it? Because it's not in anybody's budget."

The Arts District Wants a Rail Station

"So unless manna falls from heaven," and he paused to look up, drawing laughs, "that's the challenge that we have."

Editorial: The Arts District Deserves a Station

The priority for Metro in the Arts District, he said, is to prepare for the coming Purple Line Extension, which is slated to open in 2024. Metro intends to expand and enhance the existing Division 20 facility along the Los Angeles River at Third Street, so that Purple Line cars coming through Union Station can turn around and run at fast and regular intervals. The Arts District yard would also be used to store trains.

regardie@downtownnews.com

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Appendix H.2.2

Revised NOP Earned Media

Metro gets new maintenance building in the DTLA Arts District

BY NED RACINE , JANUARY 31, 2018



To maintain the Metro Rail System, the agency has numerous buildings that its riders never enter but are crucial to moving them across the county. One of these structures is rising approximately one mile south of Metro headquarters in downtown Los Angeles and will serve the Red/Purple Line subway.

[Metro's Location 64 Maintenance of Way \(MOW\) Building](https://www.metro.net/projects/purple-location64mow/)

(<https://www.metro.net/projects/purple-location64mow/>) is being constructed at 590 South Santa Fe Avenue, adjacent to the new city of Los Angeles' new 6th Street Bridge over the Los Angeles River.

The MOW will repair and maintain track vehicles (also known as non-revenue vehicles) that, in turn, maintain the Red and Purple Line tracks, signals, subway train control, communication, fire protection and security systems. The new facility will also house the Rail Operations–Maintenance of Way Group and a section of Metro's Rails Parts Storage Group.

On Wednesday, Jan. 24, construction of the three-story building reached a milestone as a “topping off” ceremony marked the structure reaching its ultimate height. This “topping off” tradition has ancient roots, perhaps as far back as pre-Dark Age Scandinavian cultures. Builders would place a tree on the top of a new building to appease the tree-dwelling spirits of ancestors it had displaced. Today, the tree in the topping off ceremony represents no loss of life or injury.

Deliveries of the steel for the 86,000 square-foot building began in late December and will continue through February. Although the [MOW Building](https://www.metro.net/projects/purple-) (<https://www.metro.net/projects/purple->

[location64mow/](#)) has reached its final height, it is far from complete.

Gruen Associates designed the building, which features a first-floor dedicated warehouse for non-revenue vehicle parts, multiple bays for non-revenue vehicle repair, vehicle wash rooms and a small lobby.

The second floor houses offices, training rooms and conference rooms for rail operations staff. The third floor is dedicated to parking non-revenue maintenance vehicles and storing tools.

Throughout the design process, the Design Advisory Working Group (DAG) — composed of Arts District leaders and artists — were engaged in reviewing and commenting on the building's exterior design. The building's west façade will feature an integrated artwork by the artists Benjamin Ball and Gaston Nogues of Ball-Nogues Studio.

The [MOW Building](#) (<https://www.metro.net/projects/purple-location64mow/>) is currently being constructed by Clark Construction. The building is expected to be completed by spring 2019 and will operate 24 hours a day, seven days a week.

While the [MOW Building](#) (<https://www.metro.net/projects/purple-location64mow/>) is an independent Metro facility and not considered part of [Metro's Division 20 Portal Widening and Turnback Facility project](#) (<https://www.metro.net/projects/division-20/>), the new [MOW building](#) (<https://www.metro.net/projects/division-20/>) will increase maintenance capacity for servicing the subways and their increasing number of rail cars.

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EL

Construyen edificio de mantenimiento de Metro en el Distrito de las Artes en L.A.

- [Acerca de El Pasajero](#)
- [Política de comentarios](#)
- [Metro.net](#)



by [Maria Luisa Arredondo](#) , [January 31, 2018](#)



Para mantener su sistema de trenes, Metro cuenta con numerosas instalaciones a las que sus pasajeros nunca ingresan pero que son vitales para trasladarlos a través del condado. Una de estas estructuras se construye aproximadamente una milla al sur de la sede central de Metro, en el centro de Los Ángeles, y servirá a la Red/Purple Line.

[El edificio Maintenance of Way \(MOW\) 64](#) se construye en el 590 South Santa Fe Avenue, junto al nuevo puente de 6th Street de la ciudad de Los Ángeles, sobre el río Los Ángeles.

El MOW reparará y mantendrá los vehículos conocidos como vehículos no rentables que, a su vez, mantendrán las vías, las señales, el control del tren subterráneo, la comunicación, la protección contra incendios y los sistemas de seguridad de la Red/Purple Line. La nueva instalación también albergará las operaciones ferroviarias y una sección del almacenamiento de partes de trenes de Metro. ⁴

El miércoles 24 de enero, la construcción del edificio de tres pisos alcanzó su máxima altura, lo que se celebró con una ceremonia consistente en la colocación de un árbol. Esta tradición tiene raíces antiguas, quizás en las culturas escandinavas anteriores a la Edad de la Oscuridad. Los constructores colocaban un árbol en la parte superior de un nuevo edificio para apaciguar a los espíritus que habitaban en los árboles de los antepasados que habían sido desplazados. Hoy, por supuesto, el árbol en la ceremonia de culminación no representa pérdida de vidas o lesiones.

Las entregas de acero para la construcción de 86,000 pies cuadrados comenzaron a fines de diciembre y continuarán hasta febrero. Aunque el edificio MOW ha alcanzado su altura final, está lejos de completarse

Gruen Associates diseñó el edificio, que cuenta con un almacén dedicado en el primer piso para piezas de vehículos no rentables, múltiples compartimentos para la reparación de vehículos no rentables, salones de lavado de vehículos y un pequeño vestíbulo.

El segundo piso alberga oficinas, salas de capacitación y salas de conferencias para el personal de operaciones ferroviarias. El tercer piso está dedicado al estacionamiento de vehículos de mantenimiento y herramientas de almacenamiento.

A lo largo del proceso de diseño, el Design Advisory Working Group (DAG), compuesto por líderes y artistas del Distrito de las Artes, se dedicó a revisar y comentar sobre el diseño exterior del edificio. Ball-Nogues Studio, un estudio de diseño con sede en Los Ángeles, es responsable de diseñar las obras de arte del edificio, que se montarán en la fachada oeste.

El edificio MOW está siendo construido por Clark Construction. Se espera que esté terminado en la primavera de 2019 y operará las 24 horas del día, los siete días de la semana.

Si bien MOW Building es una instalación independiente de Metro y no se considera parte del proyecto de la [Ampliación del Portal de la División 20](#), aumentará la capacidad de mantenimiento para dar servicio a Metro y a su creciente número de vagones.

Compártelo El Pasajero:

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Division 20 Portal Widening and Turnback Facility

Appendix I

Meeting Handouts

Appendix I.1

Project Overview Fact Sheet

Appendix I.1.1

English Overview Fact Sheet

Appendix I.1.2

Spanish Overview Fact Sheet

Appendix I.1.3

Japanese Overview Fact Sheet

Appendix I.2

Frequently Asked Questions (FAQ)

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English FAQ

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Appendix I.2.3

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Appendix I.3

Meeting Agenda

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Agenda Meeting #1

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Agenda Meeting #2

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Comment Card

Appendix I.1

Project Overview Fact Sheet

Appendix I.1.1
English Overview Fact Sheet



Division 20 Portal Widening and Turnback Facility

FACT SHEET

Project Overview

The Los Angeles County Metropolitan Transportation Authority (Metro) is proposing service improvements for its Red and Purple Lines with the Division 20 Portal Widening and Turnback Facility Project. Collectively, the Red and Purple Lines carry over 140,000 passengers daily, with ridership expected to increase by 49,000, following the Purple Line extension to the Veterans Affairs West Los Angeles Medical Center. Currently, these trains switch tracks before entering Union Station, resulting in back-up and delay in service. The Project aims to address these service reliability and safety issues with three core improvements, which include:

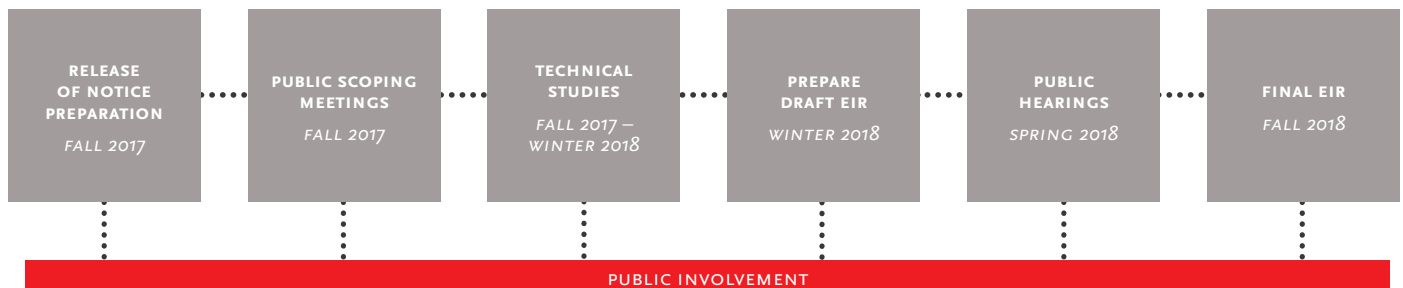
- > Widening of the heavy rail tunnel south of U.S. Highway 101 (Portal Widening)
- > Development of a new, surface-level turnback facility (Turnback Facility) in the existing Division 20 yard
- > Reconfiguration of the surface-level rail storage tracks

The Project Site includes the existing rail yard, which is generally bounded by the Los Angeles River to the east, Santa Fe Avenue to the west, Ducommun Street to the north, and 6th Street Bridge to the south. The footprint of the Proposed Project also includes expansion of the existing rail yard boundaries, west toward Center Street, and north toward Commercial Street. The Project will go through six phases of the California Environmental Quality Act (CEQA) process as noted in the figure below. The Notice of Preparation for a Draft Environmental Impact Report (EIR) will be released on October 18, 2017 and anticipated that the Final EIR will be certified in Fall 2018. The Project is funded but has not yet been allocated beyond the development of the Final EIR.

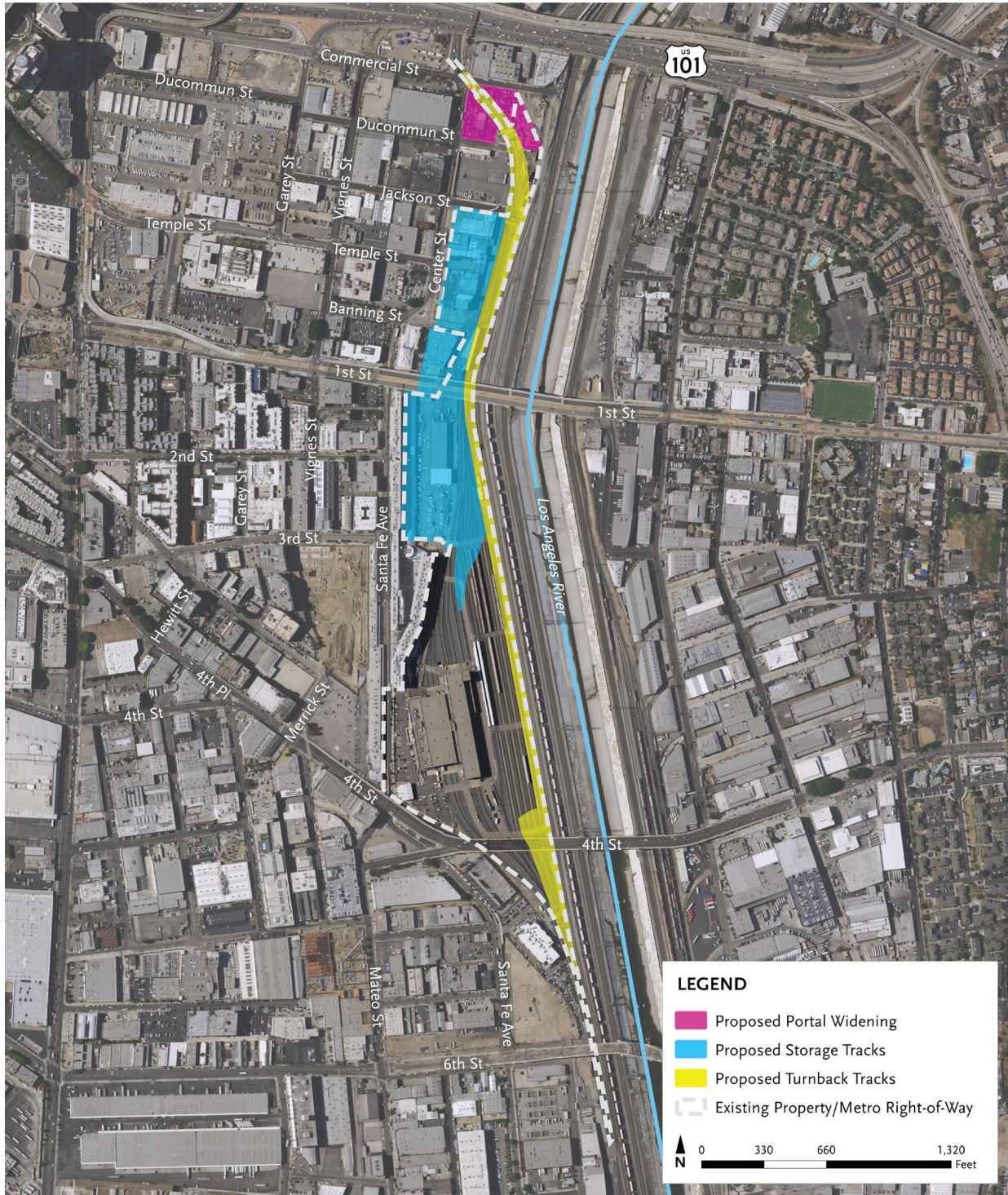
Background

On March 23, 2017, an Initial Study/Mitigated Negative Declaration was adopted by the Metro Board of Directors for a project to implement these modifications. Since that date, the design team has been looking at various refinements to maximize flexibility in the operations of the turnback facility. These refinements require additional environmental analysis in the context of an EIR to address potentially significant impacts.

Project Schedule



Division 20 Portal Widening and Turnback Facility



NOTE: Exact location of turnback tracks and yard tracks to be determined.
 Source: Terry A. Hayes Associates Inc., 2017

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Appendix I.1.2

Spanish Overview Fact Sheet



Division 20 Portal Widening and Turnback Facility

HOJA INFORMATIVA

Resumen del Proyecto

La Autoridad de Transportación Metropolitana del Condado de Los Angeles (Metro) está proponiendo mejoras en los servicios para Metro Red y Purple Lines, mediante el proyecto de ampliación del portal y la instalación de retorno de la División 20. Las dos líneas transportan más de 140,000 pasajeros diariamente y se prevé que el número de pasajeros crecerá en una cantidad de 49,000, luego de la expansión de Metro Purple Line hacia el Hospital Veterans Affairs West Los Angeles Medical Center. Actualmente, estos trenes cambian de vía antes de llegar a Union Station, y esto resulta en un embotellamiento y retraso del servicio. El proyecto tiene como objetivo mejorar la confiabilidad en la seguridad y el servicio ferroviario mediante tres mejoras centrales que incluyen:

- > La ampliación del túnel ferroviario al sur de la autopista US 101
- > La construcción de una instalación de retorno al nivel de la superficie en el patio existente de la División 20
- > La reconfiguración de las vías de almacenamiento ferroviario al nivel de la superficie.

El lugar del proyecto incluye el patio de ferrocarril ya existente, al lado del Rio de Los Angeles al este, con Santa Fe Avenue al oeste, con Ducommun Street al norte, y al sur del puente de 6th Street. El trazo del proyecto propuesto también incluye la expansión de los límites del patio de ferrocarril ya existente, el oeste hacia Center Street y al norte hacia la Commercial Street. El proyecto pasará a través de seis fases del proceso establecido en la Ley de Calidad Ambiental de California, (CEQA en inglés), tal como se señala en el esquema de abajo. El aviso de preparación del Borrador del Informe de Impacto Ambiental (EIR en inglés) será publicado el 18 de octubre de 2017 y se anticipa que el EIR Final será certificado en el otoño de 2018. El proyecto está financiado, pero no se han asignado los recursos más allá del desarrollo del EIR Final.

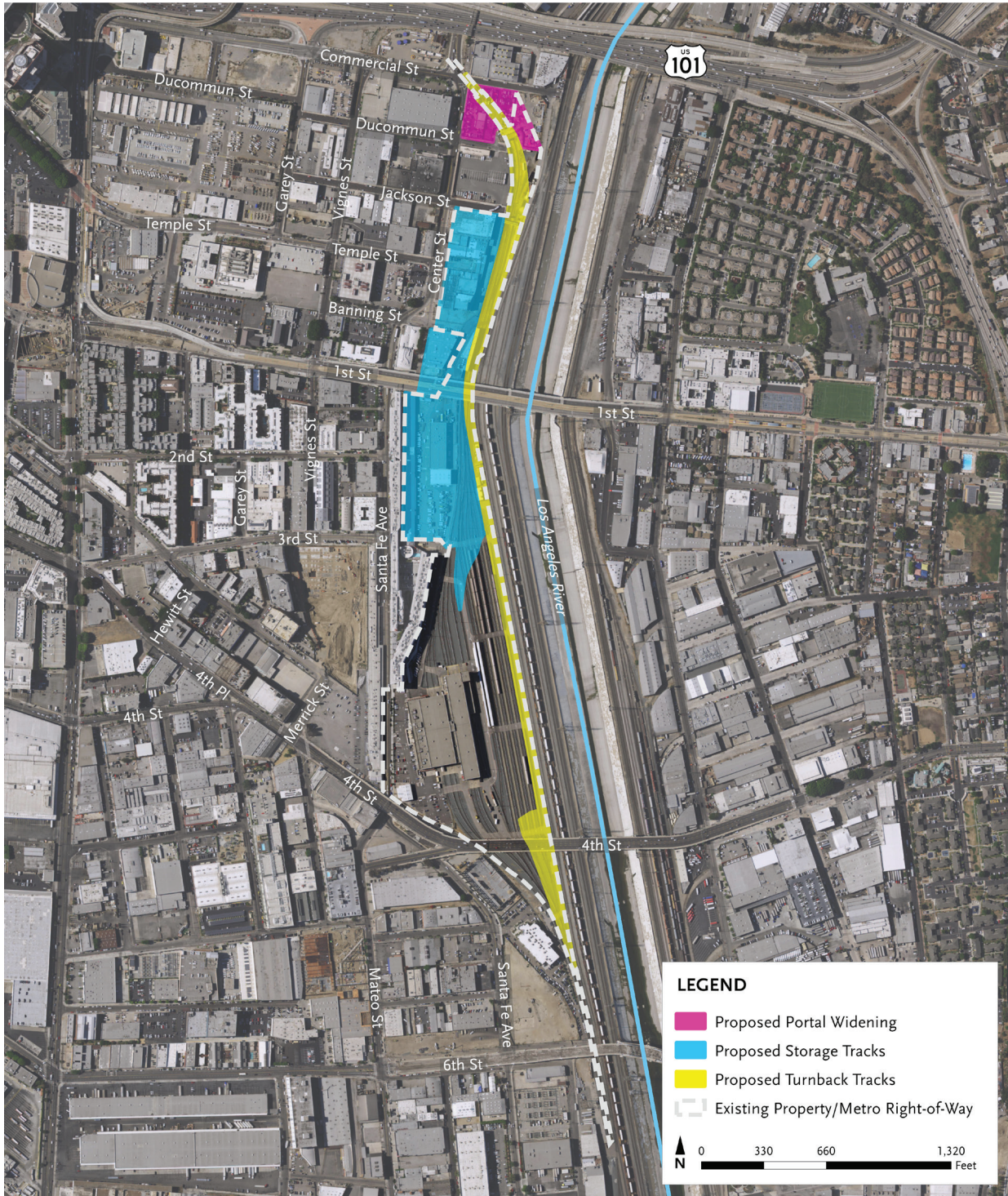
Antecedentes

El 23 de marzo de 2017, la Junta Directiva de Metro adoptó un Estudio Inicial/Declaración Negativa de Mitigación para un proyecto que implemente estas modificaciones. A partir de esa fecha, el equipo de diseño ha estado trabajando con mucho esmero para maximizar la adaptabilidad en las operaciones de la instalación de retorno. Estas mejoras requieren un análisis ambiental adicional en el contexto de un EIR a objeto de abordar potenciales impactos ignificativos.

Horario del proyecto



Division 20 Portal Widening and Turnback Facility



NOTA: La ubicación exacta de las vías de los rieles de retorno y del patio de ferrocarril, está por ser determinada.
 Source: Terry A. Hayes Associates Inc., 2017

Manténgase en contacto



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Appendix I.1.3

Japanese Overview Fact Sheet

Division 20 Portal Widening and Turnback Facility

ファクトシート

プロジェクトの概要

ロスアンゼルスカウンティのメトロポリタントランスポーターションオーソリテイ (Metro) はRed 及び Purple ラインのディビジョン20のポータルの拡張と折り返し(ターンバック)施設を含むサービスの改善を提案しています。Red 及び Purple ラインは毎日140,000人以上の乗客を運んでおり、ラインの Veterans Affairs 西 Los Angeles メディカルセンターまでの延長後には更に49,000人の乗客率の増加が予想されています。現在この鉄道の切り替え線路ではUnion Station に入線する際に混雑と遅延が起きている。このプロジェクトはこれらのサービスの信頼性と安全問題を以下の3つの主な改善によって 表明することを目的としています。:

- > U.S. Highway 101の南のヘビーレイルのトンネルの拡大 (ポータルの拡大);
- > 現存のディビジョン20鉄道ヤード内の新しい地上レベルのターンバック(折り返し)施設の開発;及び
- > 地上レベルの鉄道格納用の線路の再編成

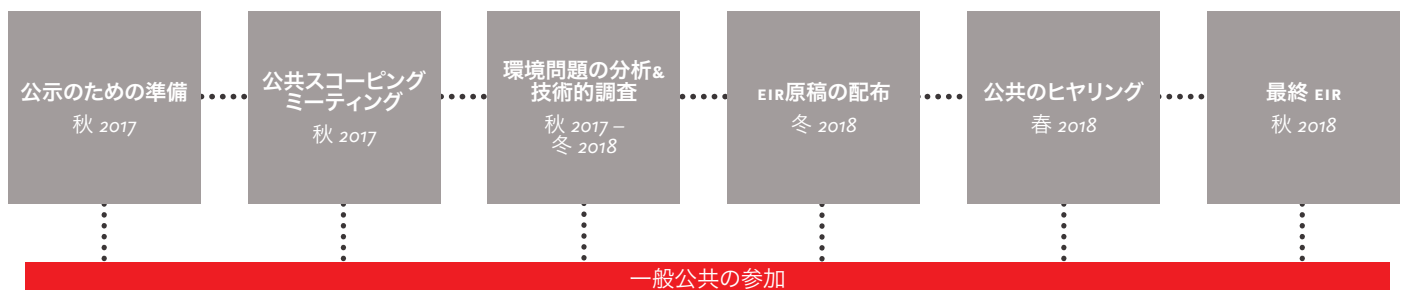
プロジェクトの現場には、一般的に Los Angeles 川が東、Santa Fe Avenue を西に、Ducommun Streetが北にそして6th Street ブリッジ が南にと囲まれている既存の鉄道ヤードが含まれています。提案中のプロジェクトのフットプリントは現存の鉄道ヤードの境界、Center Streetに向かって西とCommercial Streetに向かって北への拡張も含まれています。このプロジェクトは 下記に記されたカリフォルニア州の環境クオリティー法 (CEQA) の6段階のプロセスを通じて行われます。環境に与える影響のレポート(EIR)の原稿の準備のための通知は2017年10月18日に発表され、最終のEIRは2018年秋に承認されます。

このプロジェクトの予算はありますが最終のEIRの開発以降はまだありません。

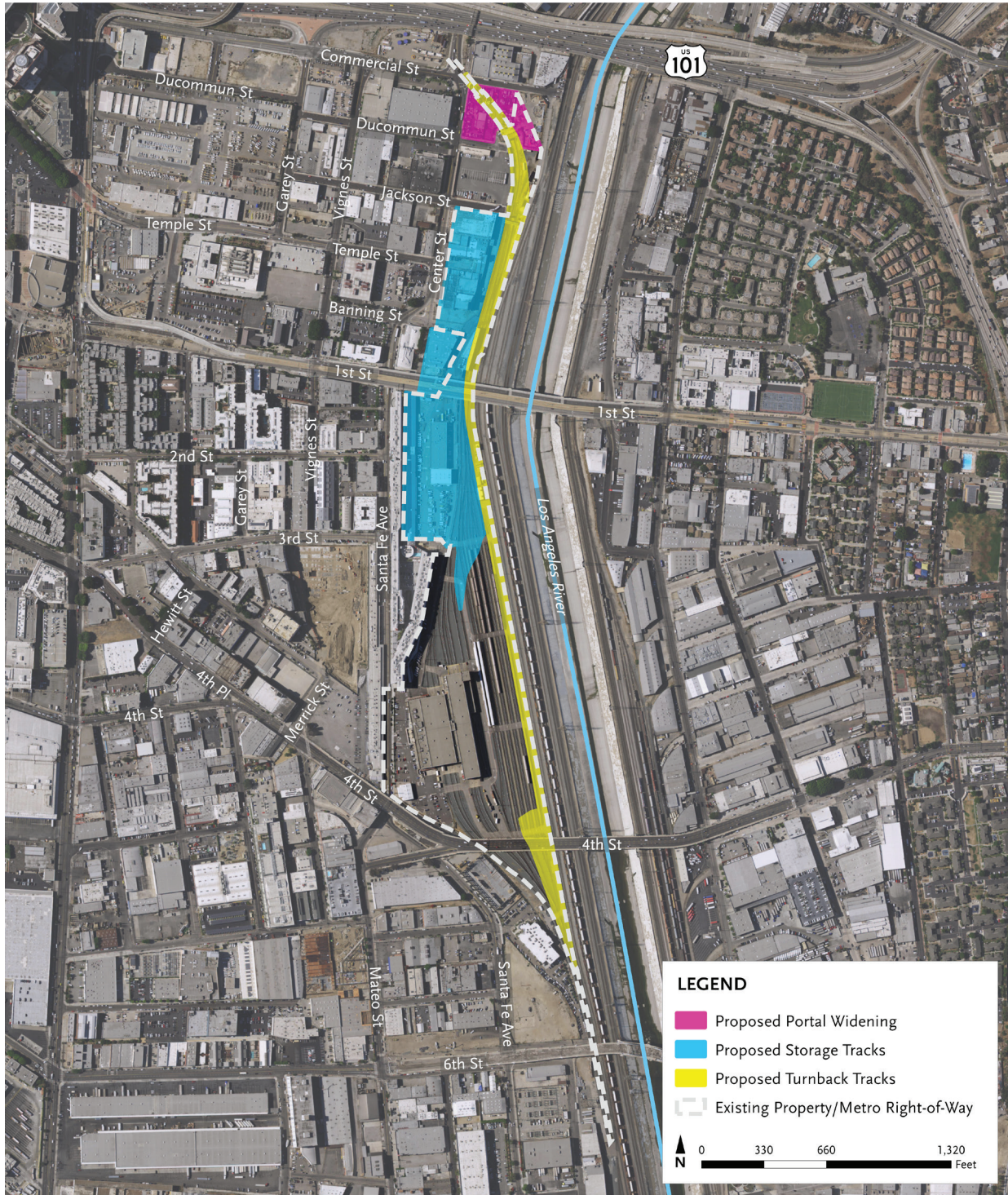
背景

2017年3月23日に初期調査/緩和された否定点の表明はMetroの理事たちによってプロジェクトがこれらの改変を実装させるために承諾されました。その日以来デザインチームはこの折り返し(ターンバック)施設の操業が最上のフレキシビリティを持つようにいくつかのデザインの精練を求めています。この精練は起こりうる多大な影響を知らしめるためにEIRの内容にある付随的な環境調査を必要とします。

プロジェクトのスケジュール



Division 20 Portal Widening and Turnback Facility



注: 正確な折り返し用の線路とヤード用の線路の場所は後に決定します。
 Source: Terry A. Hayes Associates Inc., 2017

密接に連絡を取り合しましょう。



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Appendix I.2

Frequently Asked Questions (FAQ)

Appendix I.2.1

English FAQ

Division 20 Portal Widening and Turnback Facility

FREQUENTLY ASKED QUESTIONS

What is the Division 20 Portal Widening and Turnback Facility Project?

Formerly known as the Red/Purple Line Core Capacity Improvements Project, the Division 20 Portal Widening and Turnback Facility Project proposes to accommodate increased service levels on the Metro Red and Purple Lines by making operational rail enhancements in the existing Division 20 rail yard. Planned improvements include: widening the heavy rail tunnel south of U.S. Highway 101 (Portal Widening), the development of a new, surface-level turnback facility (Turnback Facility), and the reconfiguration of the rail storage track.

The current project is located within the existing Metro rail yard, along the west side of the Los Angeles River, bound by U.S. Highway 101 to the north, Center Street and Santa Fe Avenue to the west, and the 6th Street Bridge to the south.

Why is the Project necessary?

Metro Red and Purple Lines carry over 140,000 passengers each day with ridership anticipated to grow by 49,000 following the new Purple Line extension to the Veterans Affairs West Los Angeles Medical Center. Core Project improvements, new track and switches will provide use of the new turnback, allow for increased headways, ensure reliable operations, improve operating safety of the Metro rail system, and increase storage capacity for the Purple Line.

Why is the project going through an EIR process?

Due to significant design refinements since the Initial Study/Mitigated Negative Declaration (MND), finalized in March 2017, Metro will conduct an environmental review process and document all findings in an Environmental Impact Report (EIR), as required under the State of California Environmental Quality Act (CEQA).

What issues will be studied?

The purpose of the Draft EIR is to disclose the impacts of the Proposed Project on the environment. The Draft EIR will address all topics listed in Appendix G of the CEQA Guidelines, and will focus on the following topics that have been identified as key impact areas:

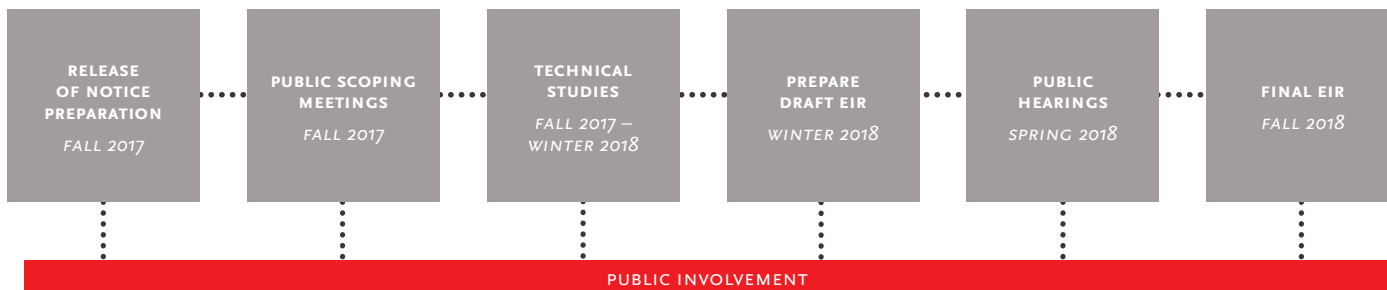
- > Aesthetics
- > Air Quality
- > Cultural Resources
- > Energy Resources
- > Greenhouse Gas Emissions
- > Hazards and Hazardous Materials
- > Noise and Vibration
- > Tribal Cultural Resources

Project design features and mitigation measures to reduce potentially significant impacts during construction and operation will be identified in the Draft EIR.

Will there be any property acquisitions?

The Project proposes the acquisition of property just south of Commercial Street to widen the portal, as well as property immediately north of 1st Street, just west of the existing rail corridor, in order to provide storage capacity. Metro will work with all affected property owners in accordance with State Law.

What is the EIR Timeline?



How do I become involved in the process?

Scoping is the first step in the environmental review process and interested parties are encouraged to participate in the upcoming Scoping Meetings:

Wednesday, October 25 2017

6 – 8pm
Art Share LA
801 E 4th Pl
Los Angeles, CA 90013

Wednesday, November 8, 2017


3 – 5pm
Japanese American Cultural and Community Center
Japanese Cultural Room, Floor 5
244 S San Pedro St
Los Angeles, CA 90012

If you cannot attend the scoping meetings and would still like to provide public comment, comments are welcome via email and regular mail (see contact information). You may also receive project updates and notifications by joining our mailing list at metro.net/capitalprojects under the “Division 20” tab.

The public will be notified when the Draft EIR is available and the document will be circulated for public comment prior to approval of the Final EIR. Interested parties are encouraged to participate in the future public hearings to provide comment on the Draft EIR.

When will the Scoping comment period begin and end?

Public Scoping comments will be received from Wednesday, October 18, 2017 through Friday, November 17, 2017. All comments received will be documented in the Scoping Report. Comments may be submitted via mail or email to the following:


 Cris B. Liban
Executive Officer, Environmental Compliance
and Sustainability
Metro
One Gateway Plaza, MS 99-16-9
Los Angeles, CA 90012


 libane@metro.net

 metro.net/capitalprojects

Stay Connected

Please use the following contact tools to access additional project information, ask questions or provide comments.

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Appendix I.2.2

Spanish FAQ



Division 20 Portal Widening and Turnback Facility

PREGUNTAS FRECUENTES

¿En qué consiste el proyecto de ampliación del portal y la instalación de retorno de la División 20?

Conocido anteriormente como el proyecto del mejoramiento de la capacidad básica de la Metro Red y Purple Line, propone acomodar el aumento de los niveles de servicio en las líneas Red y Purple de Metro, realizando mejoras en el funcionamiento de los trenes ya existentes en el patio de ferrocarril de la División 20. Los mejoramientos ya planificados incluyen: la ampliación del túnel ferroviarios al sur de la autopista US 101, la construcción de una instalación de retorno al nivel de la superficie y la reconfiguración de las vías de almacenamiento ferroviario.

El proyecto está localizado en el patio de ferrocarril ya existente, al lado del Río de Los Angeles al oeste, contenido por la autopista 101 al norte, con Center Street y Santa Fe Avenue al oeste y el puente de 6th Street al sur.

¿Por qué es necesario este proyecto?

Las líneas Red y Purple de Metro transportan más de 140,000 pasajeros cada día y se prevé que el número de pasajeros crecerá en una cantidad de 49,000, luego de la nueva expansión de Metro Purple Line hasta el hospital Veterans Affairs West los Angeles Medical Center. Las mejoras del proyecto como las nuevas vías y los interruptores de bifurcación darán uso a la nueva instalación de retorno, permitiendo que se incremente la frecuencia de servicio ferroviario, se aseguren operaciones más confiables, se mejore la seguridad en las operaciones del sistema de trenes y que se incremente la capacidad de almacenamiento para Metro Purple Line.

¿Por qué el proyecto se está sometiendo a un proceso de Informe de Impacto Ambiental (EIR, en inglés)?

Debido a las importantes mejoras en el diseño, realizadas desde el estudio inicial/ Declaración Negativa de Mitigación (MND en inglés) finalizada en marzo del 2017, Metro llevará a cabo un proceso de revisión ambiental y documentará todas las recomendaciones contenidas en el Informe de Impacto Ambiental (EIR), como es requerido conforme a la Ley de Calidad Ambiental del Estado de California (CEQA en inglés).

¿Cuáles son los aspectos que serán estudiados?

El Borrador del EIR tiene el objetivo de mostrar los impactos ambientales del proyecto propuesto. El Borrador del EIR tomará en cuenta todos los temas indicados en el anexo G de las directrices de la CEQA y se enfocará en los siguientes puntos que han sido identificados como importantes áreas de impacto:

- > Estética
- > Calidad del aire
- > Recursos culturales
- > Recursos energéticos
- > Emisiones de gases de efecto invernadero
- > Riesgos y materiales peligrosos
- > Ruido y vibración
- > Recursos culturales tribales

Se identificarán en el Borrador del EIR, los elementos de diseño y las medidas de mitigación que tiene el proyecto para reducir posibles impactos importantes durante la construcción y el funcionamiento del mismo.

¿Habrán adquisiciones de propiedad?

El Proyecto propone la adquisición de una propiedad justo al sur de Commercial Street, para ampliar el portal, así como la propiedad inmediatamente al norte de 1st Street, justo al oeste del corredor del tren ya existente, para proporcionar capacidad de almacenamiento. Metro trabajará con todos los propietarios afectados de acuerdo a la ley estatal.

¿Cuál es el cronograma del EIR?



¿Cómo puedo involucrarme en el proceso?

Las reuniones públicas de evaluación del alcance del proyecto son el primer paso en el proceso de la revisión ambiental y se anima a las partes interesadas a participar en las próximas reuniones:

Miércoles, 25 de octubre de 2017

6 – 8pm
Art Share LA
801 E 4th Pl
Los Angeles, CA 90013

Miércoles, 8 de noviembre de 2017


3 – 5pm
Japanese American Cultural and Community Center
Japanese Cultural Room, Floor 5
244 S San Pedro St
Los Angeles, CA 90012

Si usted no puede asistir a las reuniones públicas de evaluación del alcance del proyecto, pero le gustaría someter un comentario, puede someterlo a través del correo regular o electrónico (vea información de contacto). También podrá recibir actualizaciones del proyecto y notificaciones registrándose a nuestra lista de correos en metro.net/capitalprojects bajo la sección División 20.

El público será notificado cuando el Borrador del EIR esté disponible y el documento será puesto en circulación para los comentarios del público. Se les anima a las personas interesadas participar en las audiencias públicas futuras para aportar los comentarios al borrador EIR.

¿Cuándo comenzará y terminará el periodo de los comentarios públicos?

Los comentarios públicos sobre la evaluación del alcance del proyecto serán recibidos a partir del miércoles 18 de octubre de 2017 hasta el viernes 17 de noviembre de 2017. Todos los comentarios recibidos serán registrados en el Informe de Evaluación del Alcance del Proyecto. Los comentarios pueden ser enviados por correo postal o por correo electrónico a las siguientes maneras:


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Executive Officer, Environmental Compliance
and Sustainability
Metro
One Gateway Plaza, MS 99-16-9
Los Angeles, CA 90012

 libane@metro.net

 metro.net/capitalprojects

Manténgase en contacto

Por favor utilice las siguientes herramientas de contacto para acceder a información adicional sobre el proyecto, hacer preguntas o realizar comentarios.

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 metro.net/capitalprojects

 [@metrolosangeles](https://twitter.com/metrolosangeles)

 facebook.com/losangelesmetro



Metro

Appendix I.2.3

Japanese FAQ

Division 20 Portal Widening and Turnback Facility

よく聞かれる質問

ディビジョン20ポータルの拡張及びターンバック(折り返し)施設のプロジェクとは何ですか？

以前には Red/Purple Line コアキャパシティー改善プロジェクトとして知られていたディビジョン20ポータル拡張及びターンバック(折り返し)施設プロジェクトは現存のディビジョン20 鉄道ヤードにおける操業上の鉄道の強化を行うことによって Metro Red 及び Purple ラインのサービスレベルを向上させるために提案されています。計画されている改善は以下を含みます。: US Highway 101の南のヘビーレイルトンネルの拡張(ポータル拡張), 新しい地上レベルのターンバック(折り返し)施設及び鉄道格納線路の再構成。

プロジェクトの現場には、一般的に Los Angeles 川が東、Santa Fe Avenue を西に、Ducommun Streetが北にそして 6th Street ブリッジ が南にと囲まれている既存の鉄道ヤードが含まれています。提案中のプロジェクトのフットプリントは現存の鉄道ヤードの境界、Center Streetに向かって西と Commercial Streetに向かって北への拡張も含まれています。

なぜこのプロジェクトが必要なのですか？

Metro Red 及び Purple ラインは一日に 140,000 人以上の乗客を運びます。そして乗車率は新しいPurpleラインのベテランズアフェアズ西 Los Angelesメディカルセンターまでの延長後には 49,000人ほど増加すると想定されています。コアプロジェクトの改善、新しい線路と信号切り替えは新しいターンバック(折り返し)の使用を可能にし1方向に走る本数を増加させ信頼できる操業を確実にし、Metro レイルシステムの安全操業を改善させます。そして Purple Lineの格納スペースを増加させます。

なぜこのプロジェクトはEIR プロセスを通過しなければいけないのですか？

2017年の3月に終了した初期の調査/緩和された否定点の表明(MND)以来、重要なデザインの精錬が行われたために Metroは環境問題の検討のプロセスを開始し全ての内容を Environmental Impact Report (環境に与える影響のレポート)(EIR)に記載します。それは the State of California Environmental Quality Act(カリフォルニア州の環境クオリティー法)(CEQA)により必須とされています。

何の問題が調査されるのですか？

EIRの原稿の目的は提案中のプロジェクトの環境に与える影響を公表するためのものです。EIRの原稿は CEQA ガイドラインの付録Gにリストされたすべてのトピックについて発表します。そして主だった影響とされている以下のトピックについて焦点をあてます。:

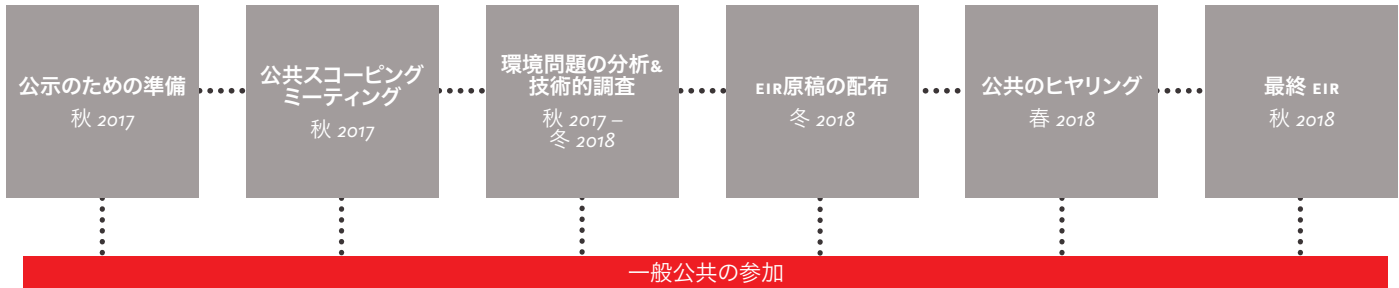
- > 美的価値
- > 空気のクオリティ
- > 文化的な資源
- > エネルギー資源
- > 温室効果ガスの排出
- > 危険及び有害物質
- > 騒音及び震動
- > 部族文化的な資源

プロジェクトのデザイン機能及び工事中または操業中に起こりうる重大な影響への緩和策はEIR原稿の中で識別されます。

土地の取得がある予定ですか？

このプロジェクトはポータルを拡張するためにCommercial streetのすぐ南の土地を取得、また 1st Streetのすぐ北の土地、また既存の鉄道回廊のすぐ西の土地を格納スペースの容量を提供するために取得することも提案しています。Metro は影響を受ける全ての土地の所有者たちと州の法律に沿って働きかけていきます。

EIRのタイムラインはどうなっていますか？



このプロセスに私はどのように参加できますか？

スコーピングは環境問題の検討プロセスのための一番最初の第一歩であり、興味をおもちの方々は今後行われるスコーピングミーティングにご参加されることをお勧めします。

2017年10月25日水曜日

6 – 8pm
Art Share LA
801 E 4th Pl
Los Angeles, CA 90013


2017年11月8日水曜日

3 – 5pm
Japanese American Cultural and Community Center
Japanese Cultural Room, Floor 5
244 S San Pedro St
Los Angeles, CA 90012

もしスコーピングミーティングに参加が不可能でも公共のコメントを提出したい場合には、コメントをEmailまたは普通郵便でも受け付けています。(以下の連絡先をご覧ください。)また私共のメイリングリストにのせることであなたはプロジェクトの最新情報や通知をうけとることができます。metro.net/projects/capital-projects の “Division 20” のタブの下にメイリングリストがあります。EIRの原稿を作成次第公共への通知がなされ公共のコメントのための書類が配布されます。最終のEIRが了承される前に、興味のある方々は将来の公共のヒヤリングに参加しEIR原稿についてのコメントを提出されることをお勧めします。

スコーピングコメントの期間はいつ始まりいつ終わりますか？

公共のスコーピングコメントは2017年10月18日水曜日から2017年11月17日金曜日までのあいだに受理されます。受理されたすべてのコメントはスコーピングレポートに記載されます。コメントは郵便またはEmailにて以下に提出することができます：


 Cris B. Liban
Executive Officer, Environmental Compliance and Sustainability
Metro
One Gateway Plaza, MS 99-16-9
Los Angeles, CA 90012


 libane@metro.net

 metro.net/capitalprojects

密接に連絡を取り合しましょう。

以下の連絡方法を使い付随的なプロジェクトのインフォメーションにアクセスし、質問やコメントをお寄せください。

 Michael Cortez, Community Relations Manager
Metro
One Gateway Plaza, MS 99-22-9
Los Angeles, CA 90012

 213.922.4465

 cortezmic@metro.net

 metro.net/capitalprojects

 [@metrolosangeles](https://twitter.com/metrolosangeles)

 facebook.com/losangelesmetro

Appendix I.3
Meeting Agenda

Appendix I.3.1
Agenda Meeting #1



Division 20 Portal Widening and Turnback Facility

Agenda

Scoping Meeting

Wednesday, October 25, 2017

6 – 8pm

Art Share L.A.

801 E 4th Street

Los Angeles, CA 90013

6:00 – 6:30 pm Meet & Greet

6:30 – 7:00 pm Presentation

Scoping Process & CEQA Overview

Project Background & Description

Next Steps

7:00 – 8:00 pm Open House

Thank you for participating in today's Scoping Meeting!

Appendix I.3.2
Agenda Meeting #2



Division 20 Portal Widening and Turnback Facility

Agenda

Scoping Meeting

Wednesday, November 8, 2017

3 – 5pm

Japanese American Cultural & Community Center (JACCC)

244 S San Pedro St

Los Angeles, CA 90012

3:00 – 3:30 pm Meet & Greet

3:30 – 4:00 pm Presentation

Scoping Process & CEQA Overview

Project Background & Description

Next Steps

4:00 – 5:00 pm Open House

Thank you for participating in today's Scoping Meeting!

Appendix I.4
Comment Card

Division 20 Portal Widening and Turnback Facility

Public Scoping

Comment Sheet

Name: _____

Affiliation (i.e. organization, resident, business): _____


Address: _____


Phone/Cell: _____

Email: _____

Thank you for your interest in the Metro Division 20 Portal Widening and Turnback Facility. We welcome your comments.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro Division 20 Portal Widening and Turnback Facility ends on Friday, November 17, 2017. Written comments may be submitted at the meetings or via:

 Cris B. Liban
 Executive Officer, Environmental
 Compliance and Sustainability
 Metro
 One Gateway Plaza
 MS 99-16-9
 Los Angeles, CA 90012

 libane@metro.net



Comments submitted through the project's social media pages or helpline will not be part of the official public scoping record. Please submit all comments via mail and email.

Fold Here

Place
Stamp
Here

Cris B. Liban
Executive Officer, Environmental Compliance and Sustainability
Metro
One Gateway Plaza
MS 99-16-9
Los Angeles, CA 90012



Division 20 Portal Widening and Turnback Facility

Appendix J Presentation & Exhibit Boards

Appendix J.1

Presentation

Meeting #1 (October 25, 2017)

Art Share LA

Appendix J.2

Presentation

Meeting #2 (November 8, 2017)

Japanese American Cultural and Community Center

Appendix J.3

Exhibit Boards

Appendix J.1

Presentation Meeting #1 (October 25, 2017)

Art Share LA

Division 20 Portal Widening and Turnback Facility

Public Scoping Meeting – October 25, 2017



Meeting Agenda

- Scoping Process & CEQA Overview
- Project Background & Description
- Next Steps
- Open House

Scoping Process/CEQA Overview



Purpose of this Scoping Meeting

- Held during 30 day public comment period
- Provide Project information
- Receive input on environmental resources and issues to be addressed in the Draft EIR



Metro

Public meeting for project IS/MND, December 2016

What is CEQA?

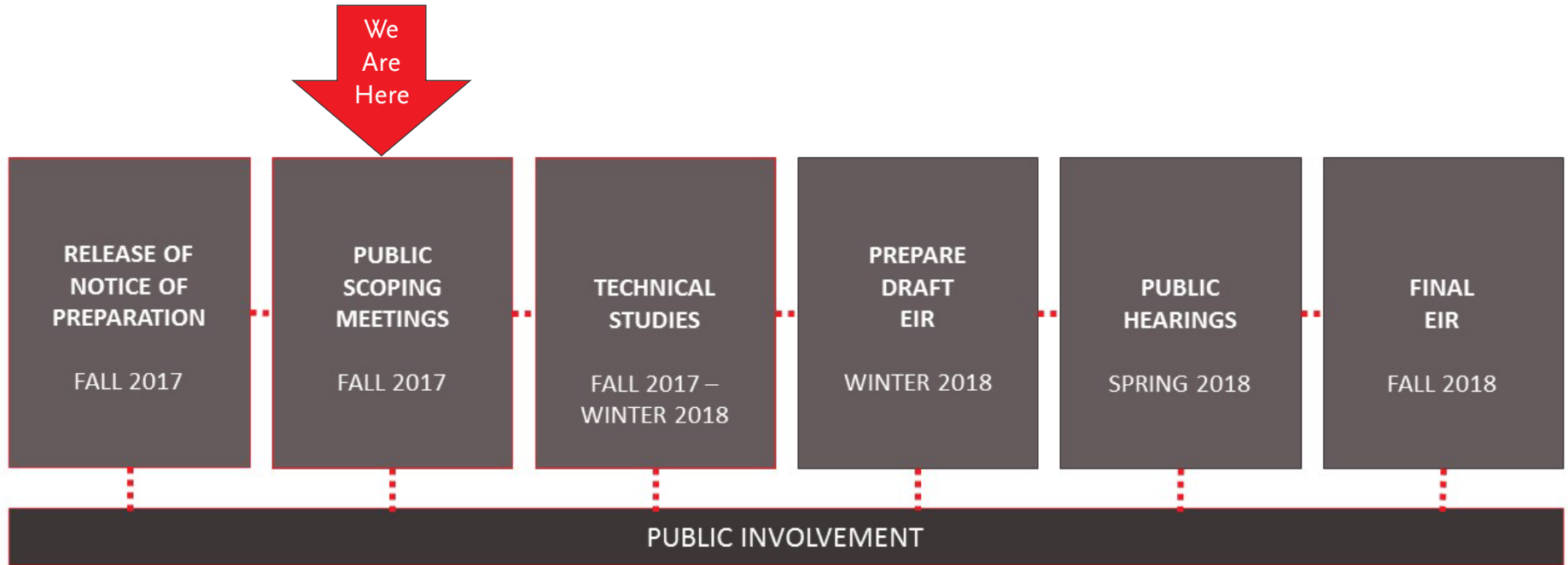
California Environmental Quality Act

- An environmental review process to identify significant environmental impacts and adopt feasible ways to reduce those impacts, also known as mitigation measures
- Considers 18 environmental topics

Topics Discussed in the Draft EIR

- Air Quality
- Aesthetics
- Biological Resources
- Hazards and Hazardous Materials
- Utilities/Service Systems
- Cultural Resources
- Hydrology/Water Quality
- Noise
- Energy Resources
- Greenhouse Gases
- Land Use and Planning
- Transportation/Traffic

Environmental Review Timeline



Project Background & Description



Project Area

- Division 20 rail yard is approximately forty-five acres, housing Metro Red and Purple Line train storage and maintenance facilities



Project Needs

- Metro Red and Purple Lines carry over **140,000 passengers each day**
- Metro Purple Line Extension Section 1 will open 2023
- Ridership is expected to **grow by 49,000** when Metro Purple Line is extended to the VA West Los Angeles Medical Center
- **Faster service times** between Union Station and Vermont/Wilshire station



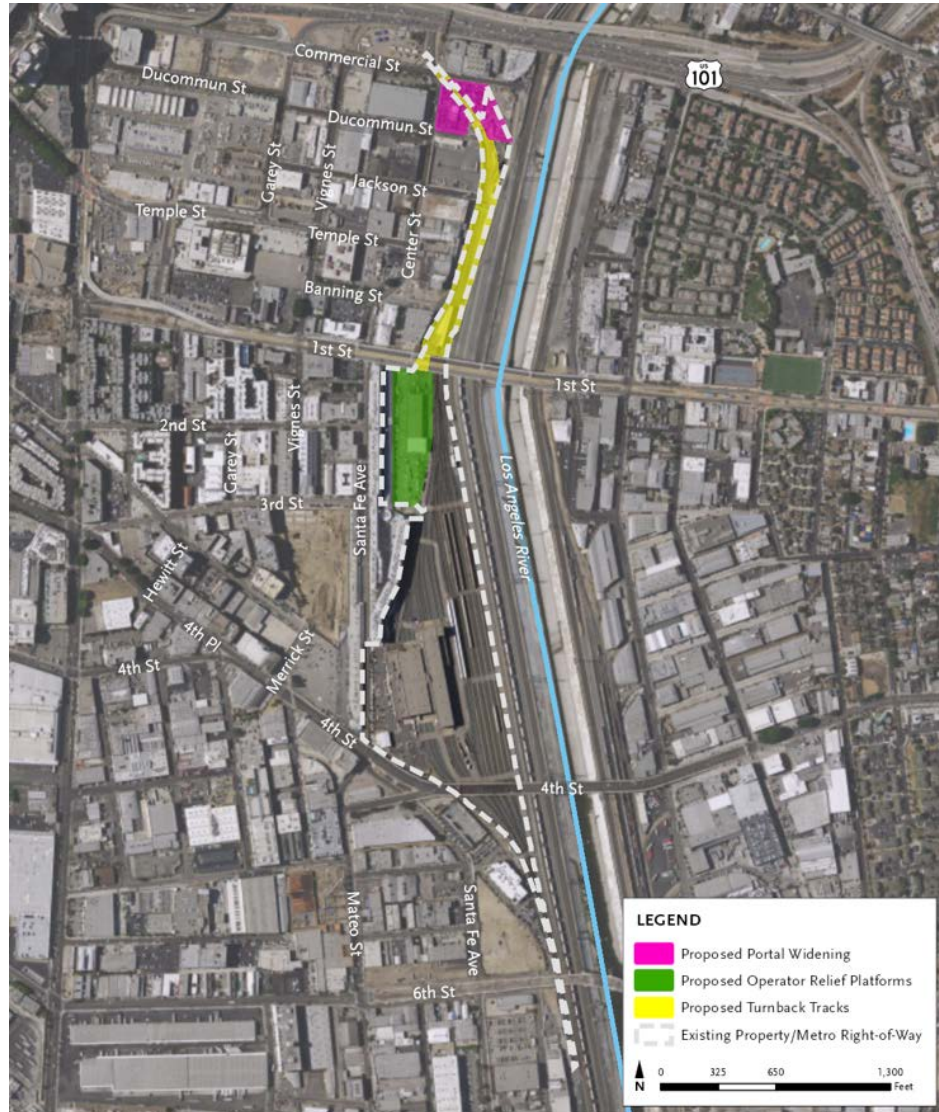
Metro

Metro Red Line

Project History

Initial Study/Mitigated Negative Declaration, March 2017

- Portal widening
- Turnback tracks
- Operator relief platforms

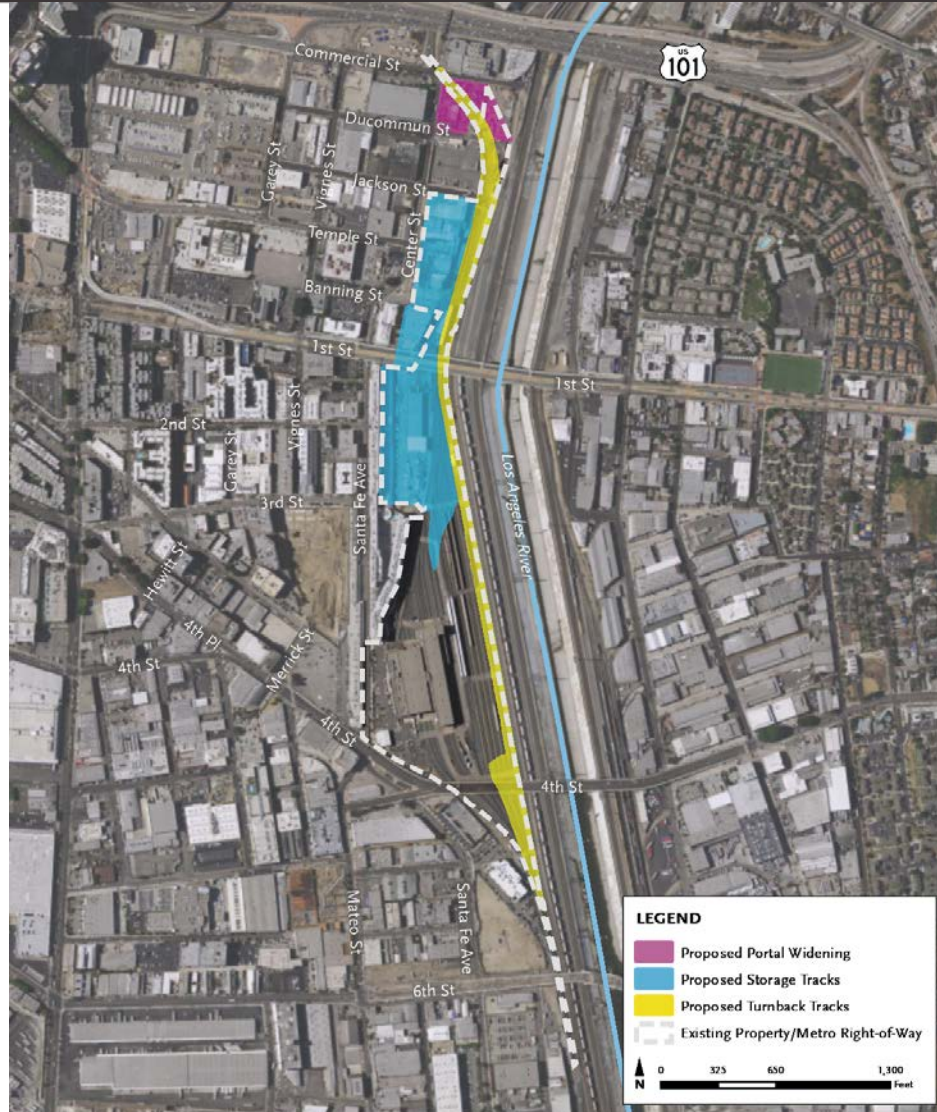


NOTE: Exact location of turnback tracks and yard tracks to be determined.

Source: Terry A. Hayes Associates Inc., 2017.

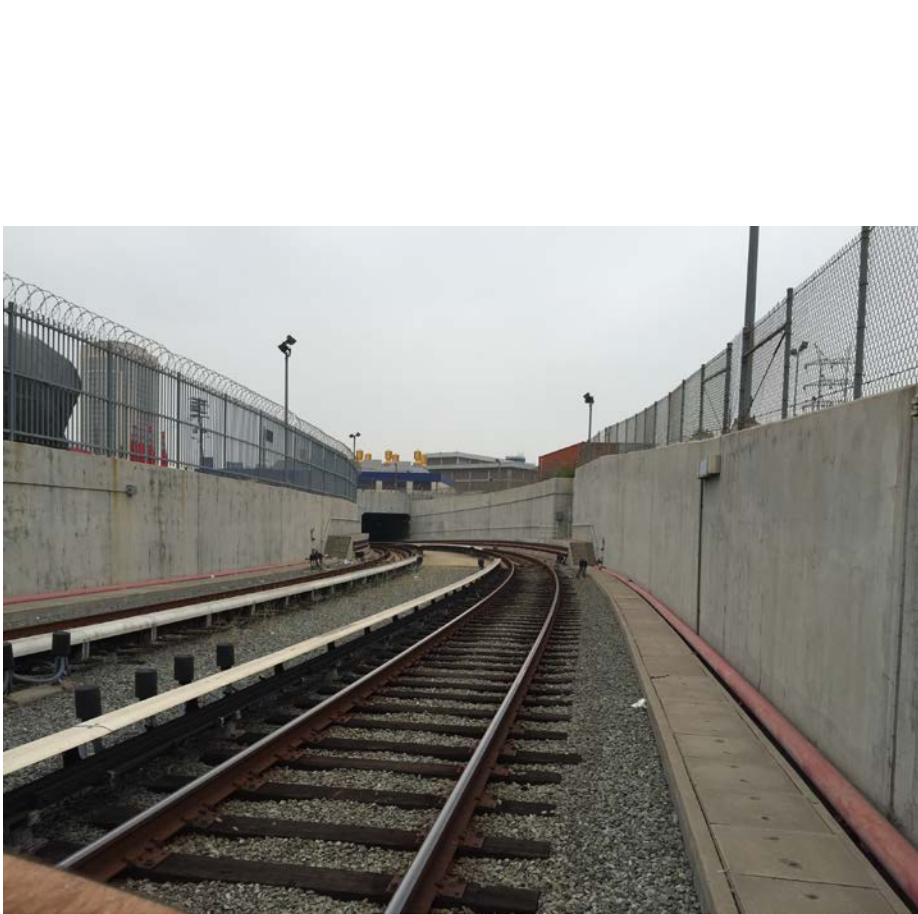
Revised Project Design-Overview

- Portal widening (unchanged)
- Turnback tracks shifted east
- Storage tracks shifted/expanded to west



NOTE: Exact location of storage tracks and turnback tracks to be determined.
Source: Terry A. Hayes Associates Inc., 2017.

Revised Project Design-Portal Widening



Proposed portal widening area (pink)



Existing heavy rail portal, south of 101 freeway
Metro

Revised Project Design-*Storage Tracks*



View of property, facing north from 1st Street Bridge



View of property, facing south from 1st Street Bridge



Proposed storage tracks area (blue)



Metro

Revised Project Design-*Turnback Tracks*



View of 1st Street Bridge from 4th Street Bridge



Metro

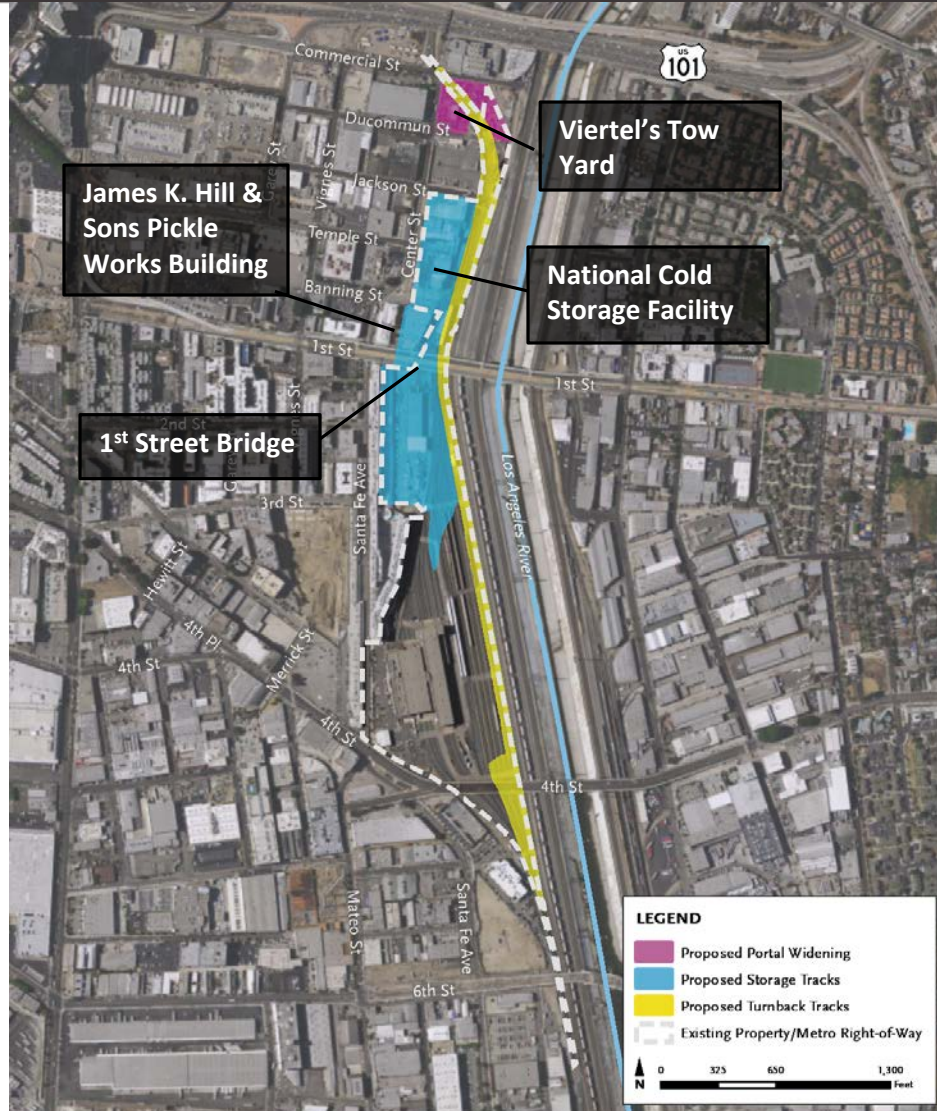


Proposed turnback facility area (yellow)

Affected Properties

- 1st Street Bridge*
- National Cold Storage Facility
815 East Temple Street, 234
Center Street, and 210 Center
Street
- James K. Hill & Sons Pickle Works
Building *
1001-1007 East 1st Street
- Viertel's Tow Yard*
500 N Center Street

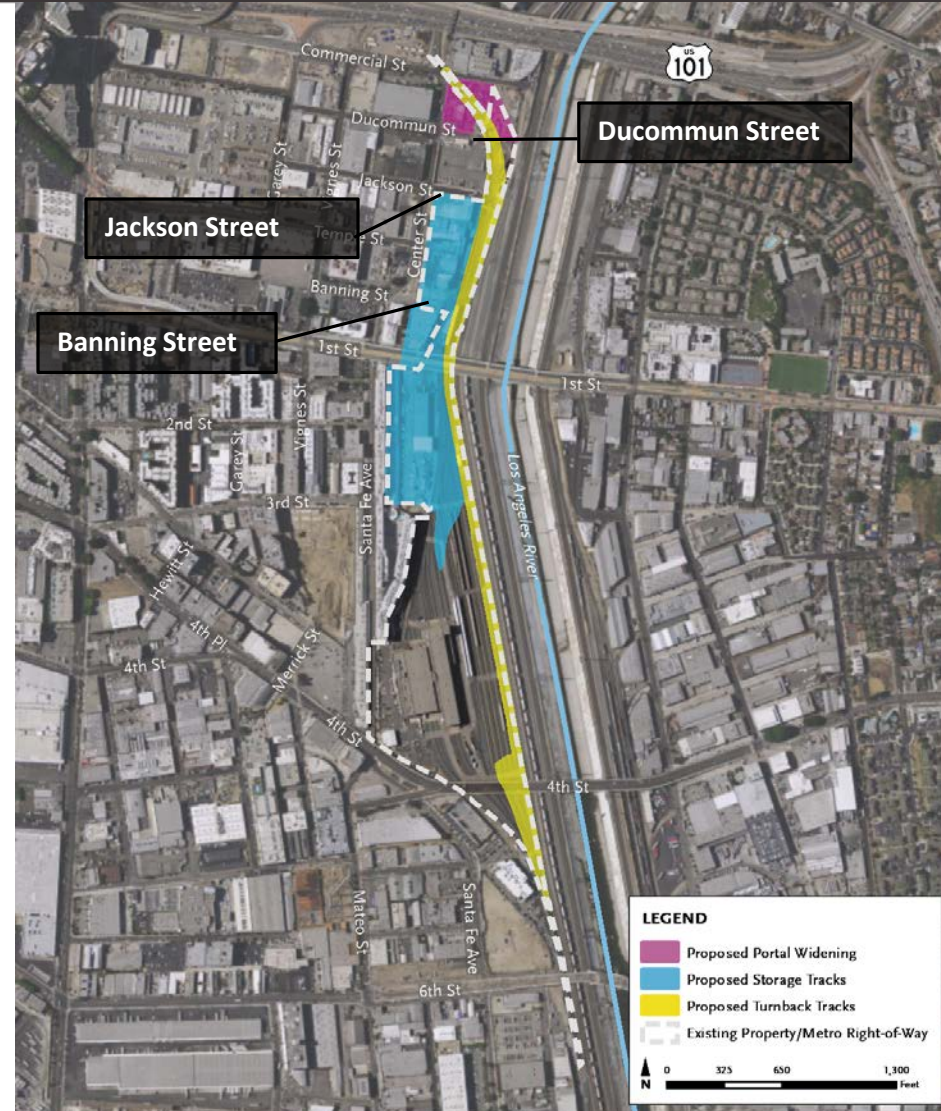
* *Non-Metro owned properties*



NOTE: Exact location of storage tracks and turnback tracks to be determined.
Source: Terry A. Hayes Associates Inc., 2017.

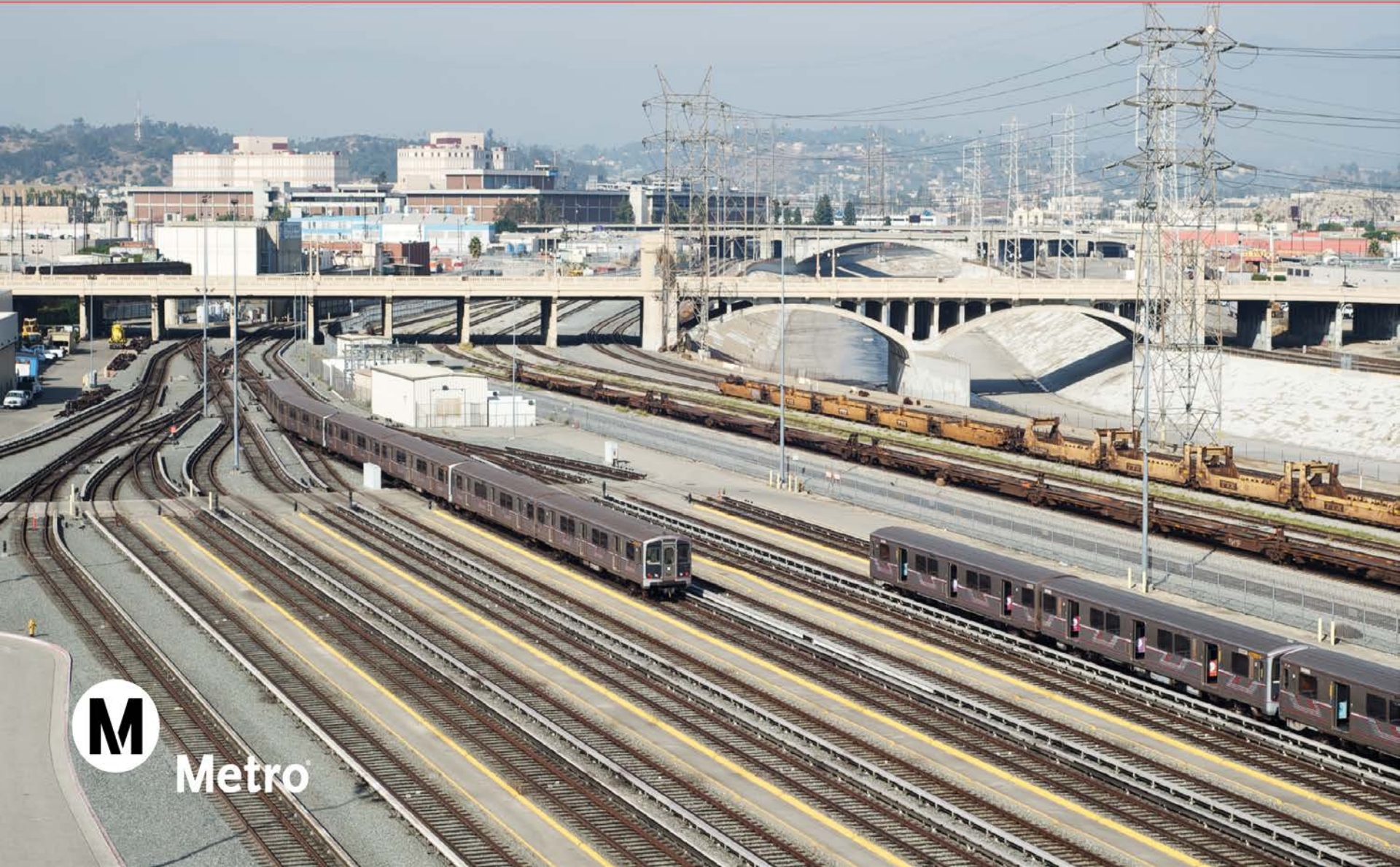
Affected Streets

- Jackson Street
- Banning Street
- Ducommun Street



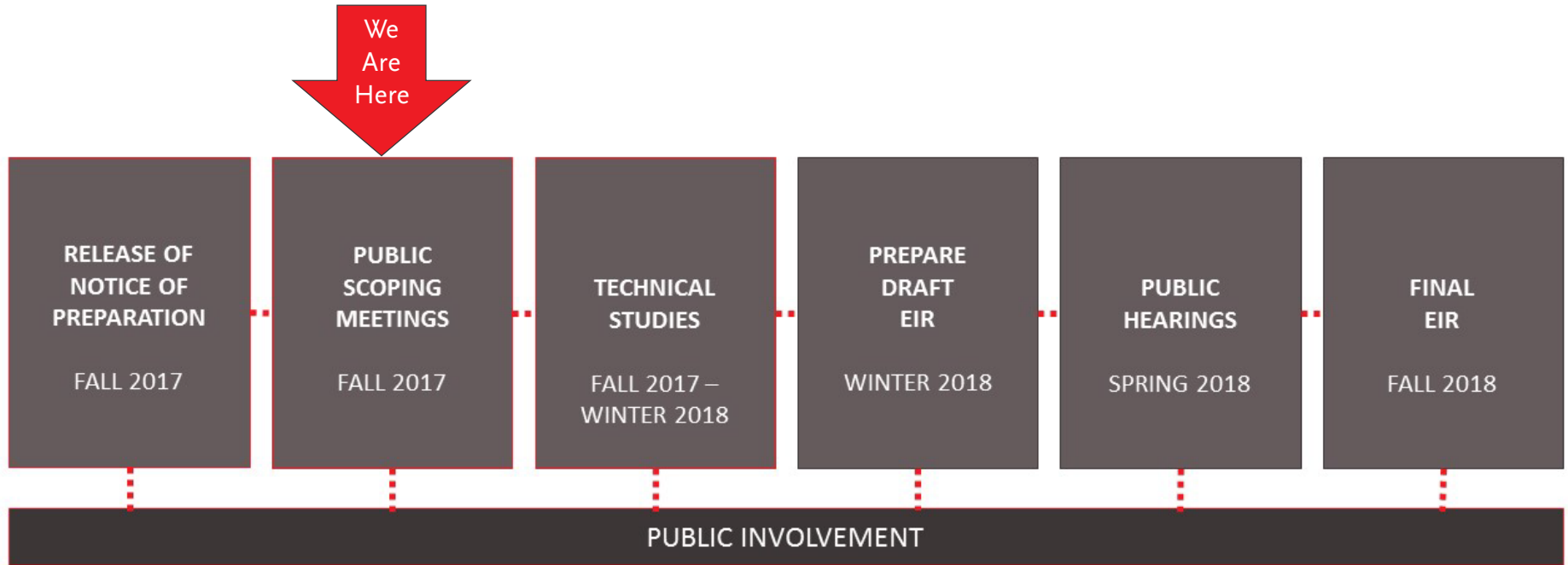
NOTE: Exact location of storage tracks and turnback tracks to be determined.
Source: Terry A. Hayes Associates Inc., 2017.

Next Steps



Metro

Environmental Schedule



Next Steps

- 30-day public comment period for the Notice of Preparation (NOP) ends:
Friday, November 17, 2017
 - › Comments may be submitted via mail or email to the following:
Cris B. Liban, Executive Officer, Environmental Compliance and Sustainability
One Gateway Plaza, M/S 99-16-9
Los Angeles, CA 90012
libane@metro.net
- Next Scoping Meeting will be held:
Wednesday, November 8, 2017
3 – 5 pm
Japanese American Cultural & Community Center (JACCC)
244 South San Pedro St
Los Angeles, CA 90012



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Stay Informed



Michael Cortez
Community Relations Manager



213.922.4465



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cortezmic@metro.net



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Division 20 Portal Widening and Turnback Facility

Thank you!



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Appendix J.2

Presentation Meeting #2 (November 8, 2017)
Japanese American Cultural and Community Center

Division 20 Portal Widening and Turnback Facility

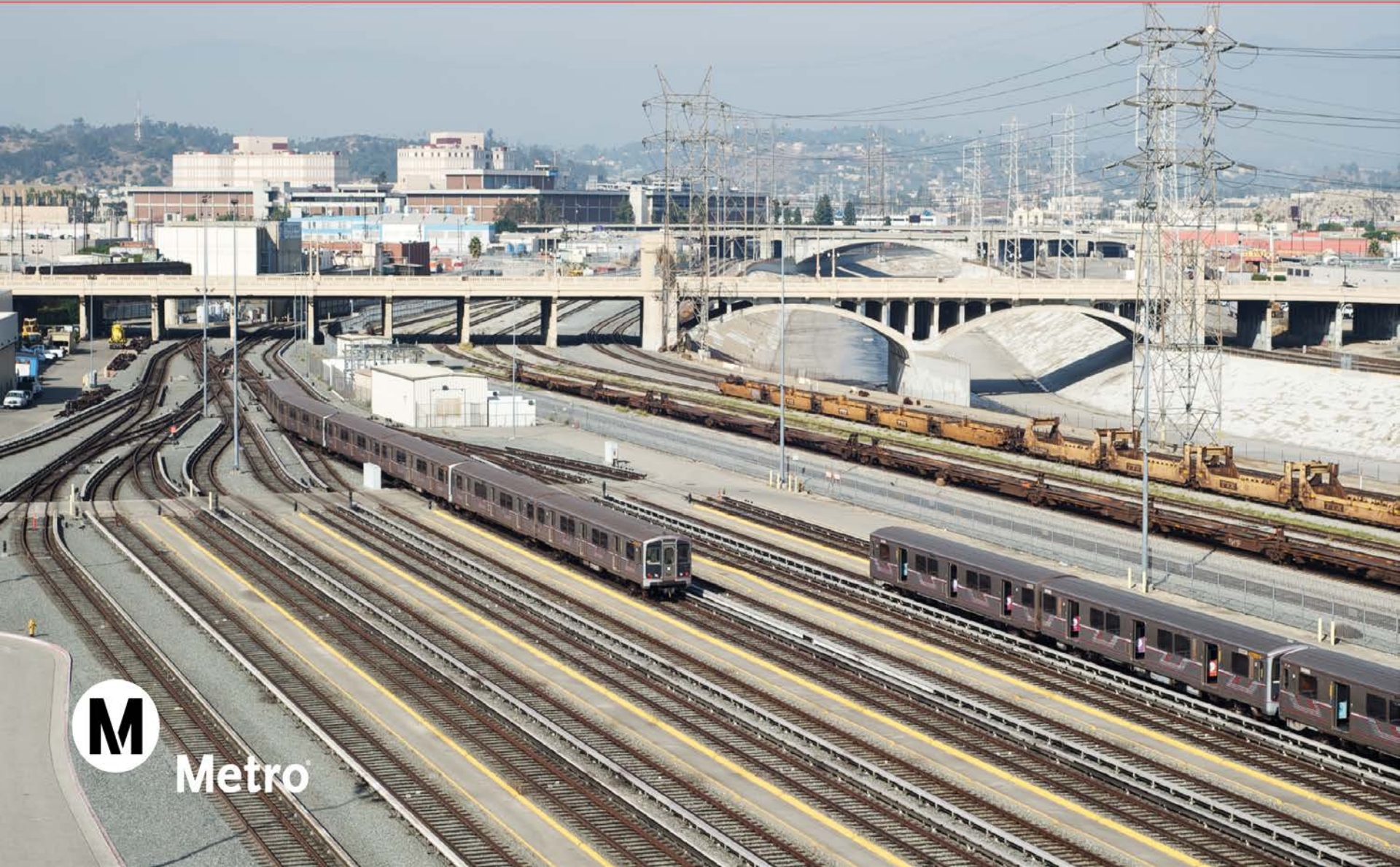
Public Scoping Meeting – November 8, 2017



Meeting Agenda

- Scoping Process & CEQA Overview
- Project Background & Description
- Next Steps
- Open House

Scoping Process/CEQA Overview



Purpose of this Scoping Meeting

- Held during 30 day public comment period
- Provide Project information
- Receive input on environmental resources and issues to be addressed in the Draft EIR



Metro

Public meeting for project IS/MND, December 2016

What is CEQA?

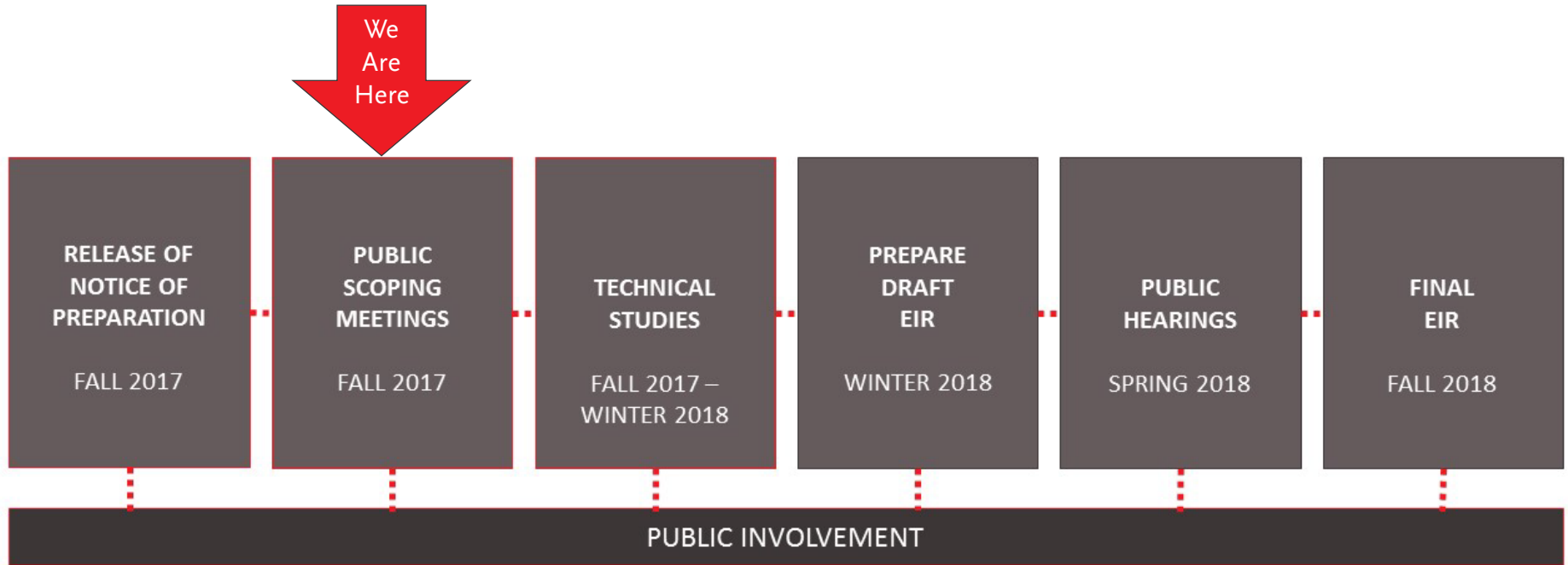
California Environmental Quality Act

- An environmental review process to identify significant environmental impacts and adopt feasible ways to reduce those impacts, also known as mitigation measures
- Considers 18 environmental topics

Topics Discussed in the Draft EIR

- Air Quality
- Aesthetics
- Biological Resources
- Hazards and Hazardous Materials
- Utilities/Service Systems
- Cultural Resources
- Hydrology/Water Quality
- Noise
- Energy Resources
- Greenhouse Gases
- Land Use and Planning
- Transportation/Traffic

Environmental Review Timeline



Project Background & Description



Project Area

- Division 20 rail yard is approximately forty-five acres, housing Metro Red and Purple Line train storage and maintenance facilities



Project Needs

- Metro Red and Purple Lines carry over **140,000 passengers each day**
- Metro Purple Line Extension Section 1 will open 2023
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- **Faster service times** between Union Station and Vermont/Wilshire station



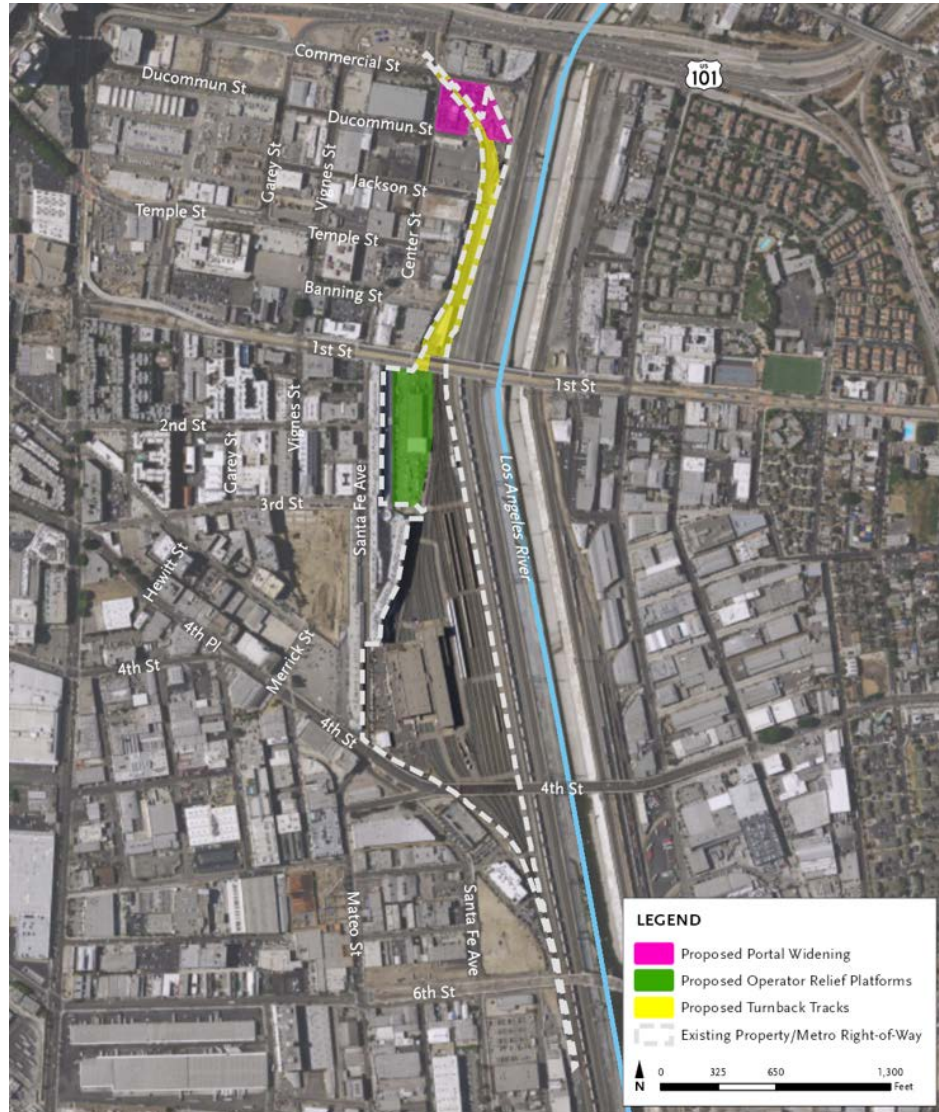
Metro

Metro Red Line

Project History

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- Turnback tracks
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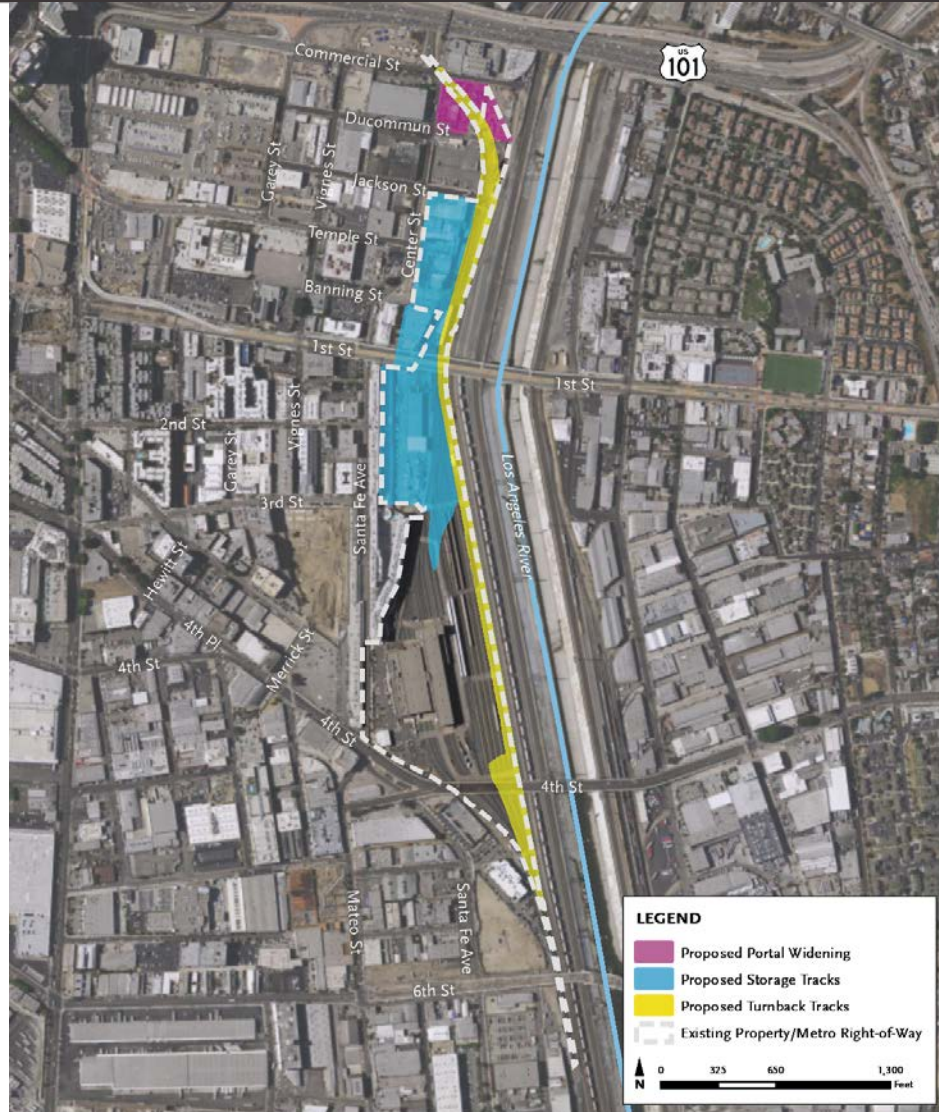


NOTE: Exact location of turnback tracks and yard tracks to be determined.

Source: Terry A. Hayes Associates Inc., 2017.

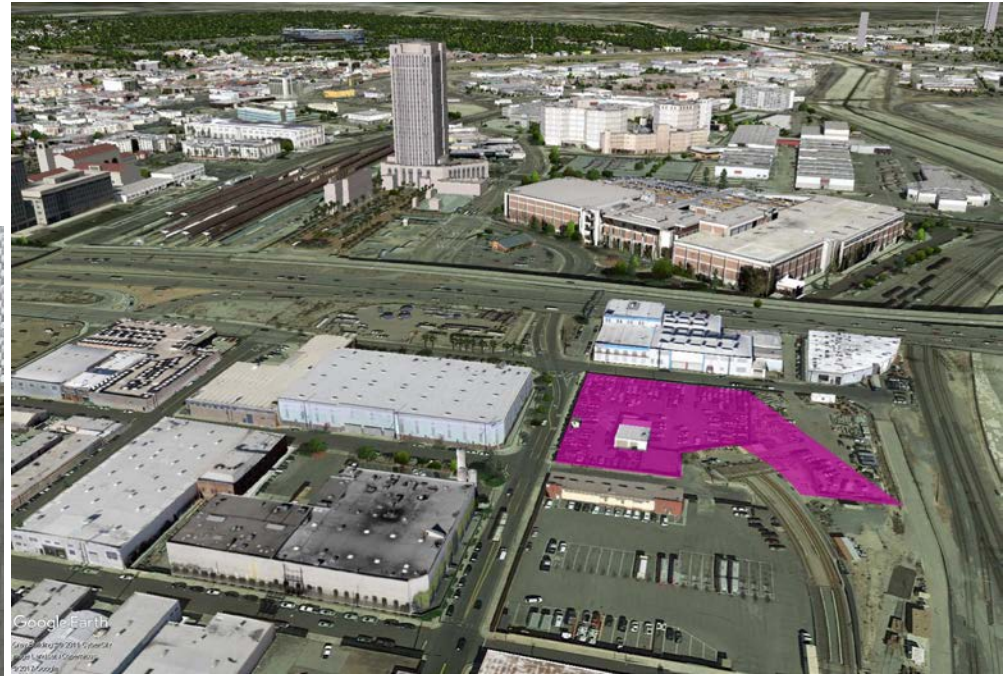
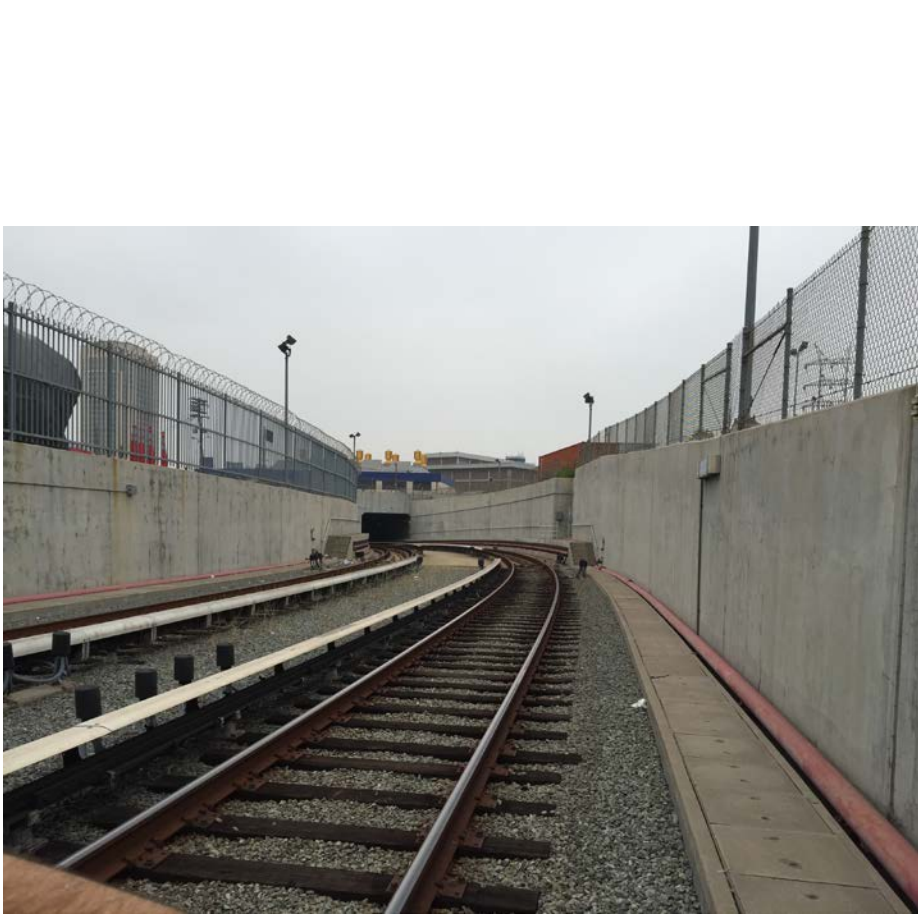
Revised Project Design-Overview

- Portal widening (unchanged)
- Turnback tracks shifted east
- Storage tracks shifted/expanded to west



NOTE: Exact location of storage tracks and turnback tracks to be determined.
Source: Terry A. Hayes Associates Inc., 2017.

Revised Project Design-Portal Widening



Proposed portal widening area (pink)



Metro

Existing heavy rail portal, south of 101 freeway

Revised Project Design-Storage Tracks



View of property, facing north from 1st Street Bridge



View of property, facing south from 1st Street Bridge



Proposed storage tracks area (blue)



Metro

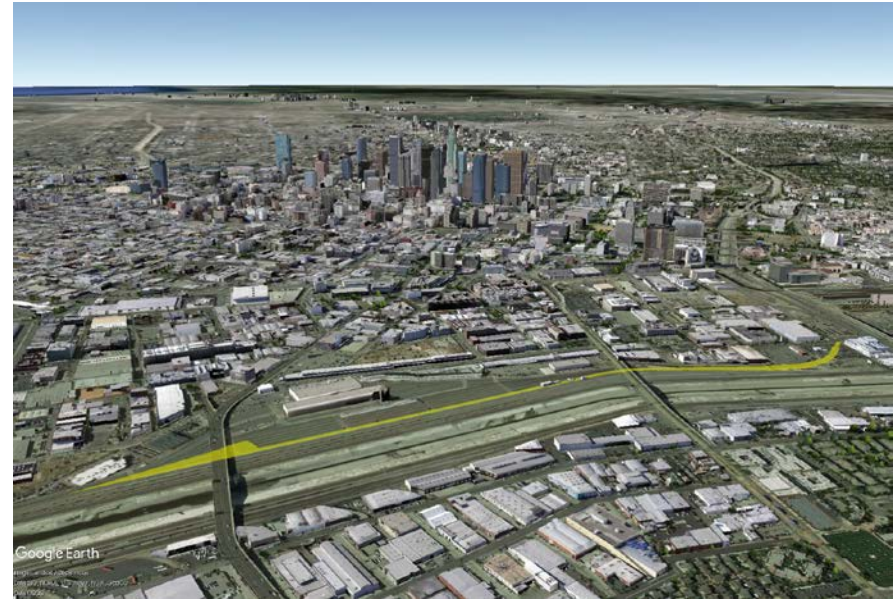
Revised Project Design-*Turnback Tracks*



View of 1st Street Bridge from 4th Street Bridge



Metro

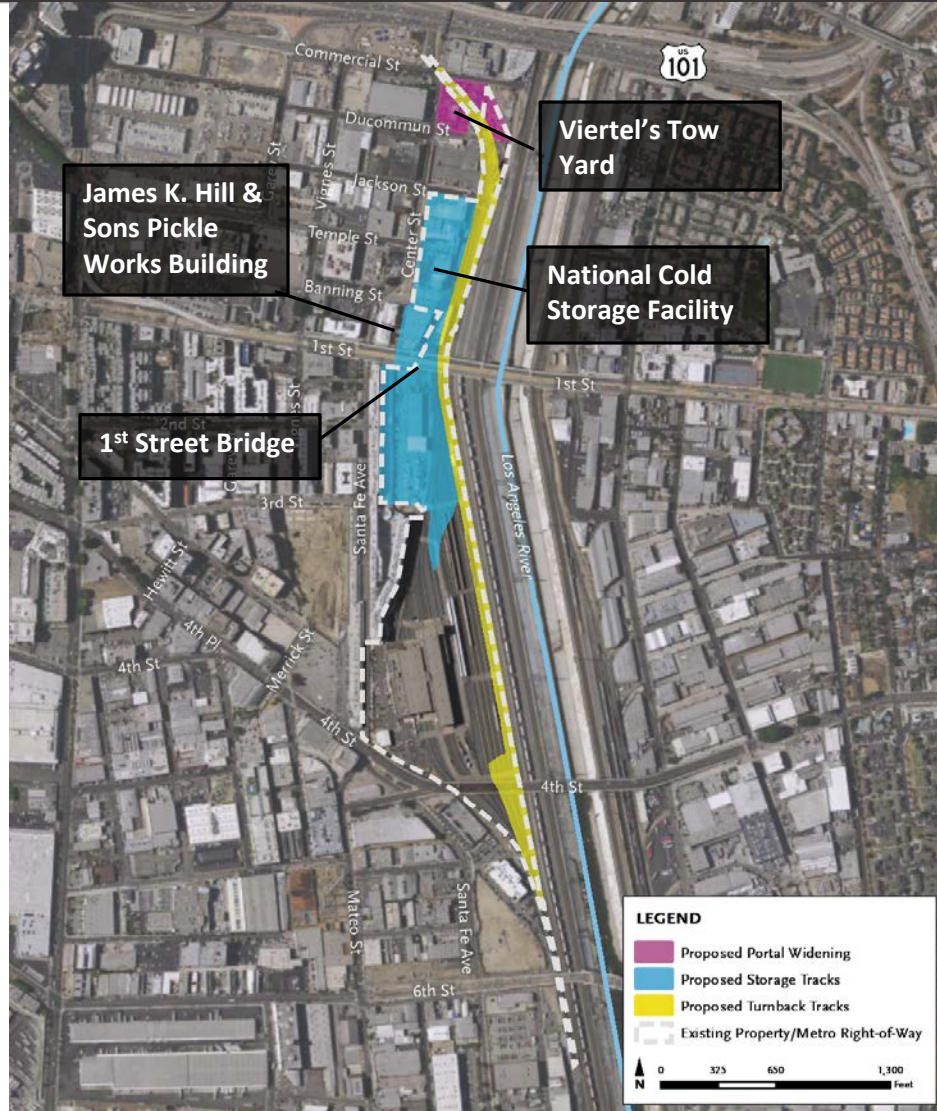


Proposed turnback facility area (yellow)

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815 East Temple Street, 234
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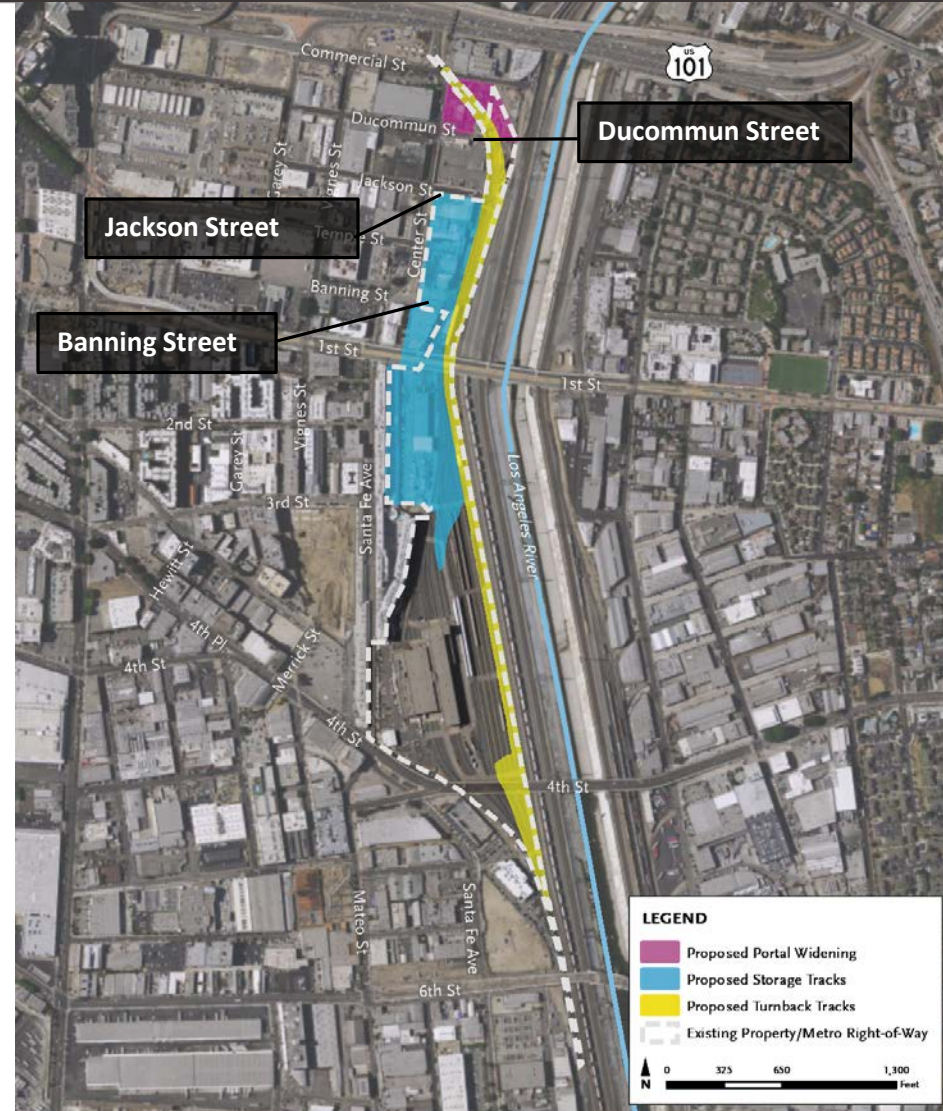
* *Non-Metro owned properties*



NOTE: Exact location of storage tracks and turnback tracks to be determined.
Source: Terry A. Hayes Associates Inc., 2017.

Affected Streets

- Jackson Street
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- Ducommun Street



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

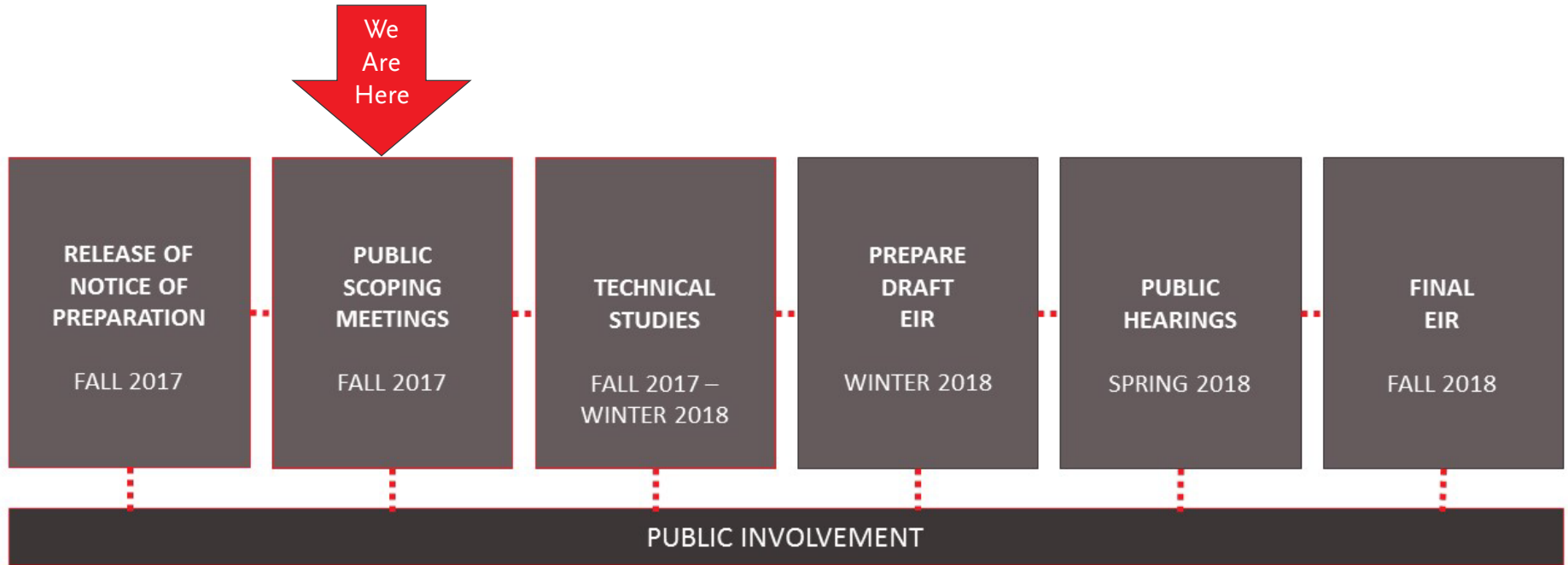
Source: Terry A. Hayes Associates Inc., 2017.

Next Steps



Metro

Environmental Schedule



Next Steps

- 30-day public comment period for the Notice of Preparation (NOP) ends:

Friday, November 17, 2017

- › Comments may be submitted via mail or email to the following:

Cris B. Liban, Executive Officer, Environmental Compliance and Sustainability

One Gateway Plaza, M/S 99-16-9

Los Angeles, CA 90012

libane@metro.net



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Stay Informed



Michael Cortez
Community Relations Manager



213.922.4465



metro.net/capital-projects



cortezmic@metro.net



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Division 20 Portal Widening and Turnback Facility

Thank you!



Appendix J.2

Exhibit Boards

Division 20 Portal Widening and Turnback Facility

WELCOME

Thank you for joining us!





Division 20 Portal Widening and Turnback Facility

Purpose of Scoping Meeting

Provide project information

- › Announce project initiation and schedule
- › Overview of project need, objectives and background
- › Project description and design changes

Receive input on the Proposed Project and environmental process

- › Feedback on the scope of environmental elements to be addressed in Draft EIR
- › Comment on potential issues to be addressed in the Draft EIR



Public Meeting, 2016



Metro Red Line



Division 20 Portal Widening and Turnback Facility

Project Need

The Proposed Project is needed to accommodate increased service levels on the Metro Red and Purple Lines. In addition, a new turnback facility in the Division 20 Rail Yard would allow trains to turn around more quickly at Union Station.



View south from US Highway 101



Division 20 Portal Widening and Turnback Facility

Project Objectives

- Objective #1** Construct core capacity improvements needed for increased service levels on Metro Red and Purple Lines
- Objective #2** Construct new tracks and switches that will allow trains to provide faster and more reliable service times between Union Station and Wilshire/Vermont station on Metro's Red/Purple Line



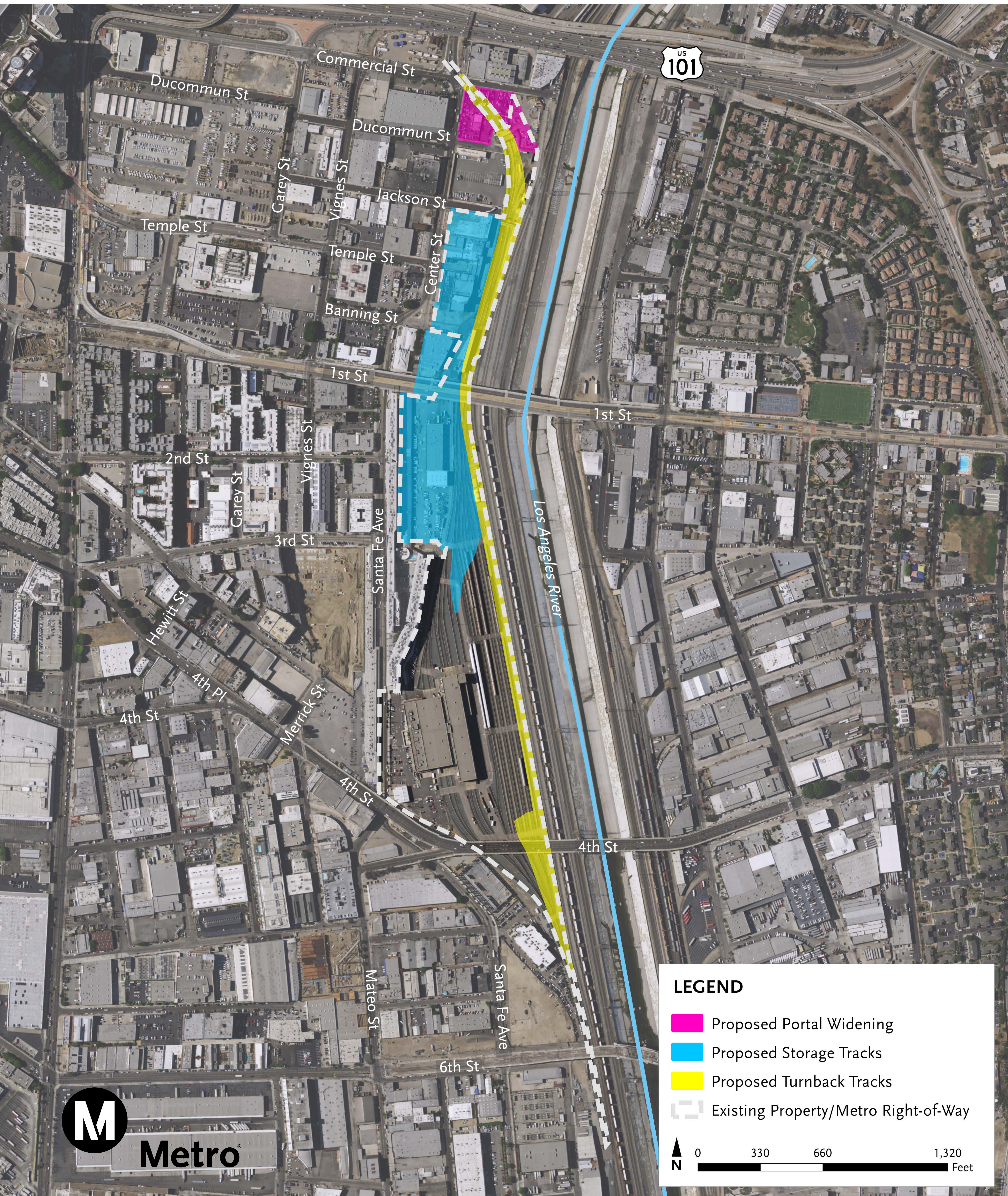
Division 20 Portal Widening and Turnback Facility

Project Description

- › Widen the tunnel portal that currently connects Metro Red and Purple Lines to the Rail Yard
- › Construct new storage tracks
- › Reconfigure existing tracks and access roads to accommodate a turnback facility
- › Install a new traction power substation and emergency backup power generator
- › Expansion of the Rail Yard to the west, including the James K. Hill & Sons Pickle Works building, the City of Los Angeles Police Department's (LAPD) Viertel's Central Division Police Garage, National Cold Storage Facility, and the Duck Factory Buildings
- › Modifications to the 1st Street Bridge
- › Vacation of portions of three City streets, i.e. Jackson, Banning, Ducommun Streets east of Center Street

Division 20 Portal Widening and Turnback Facility

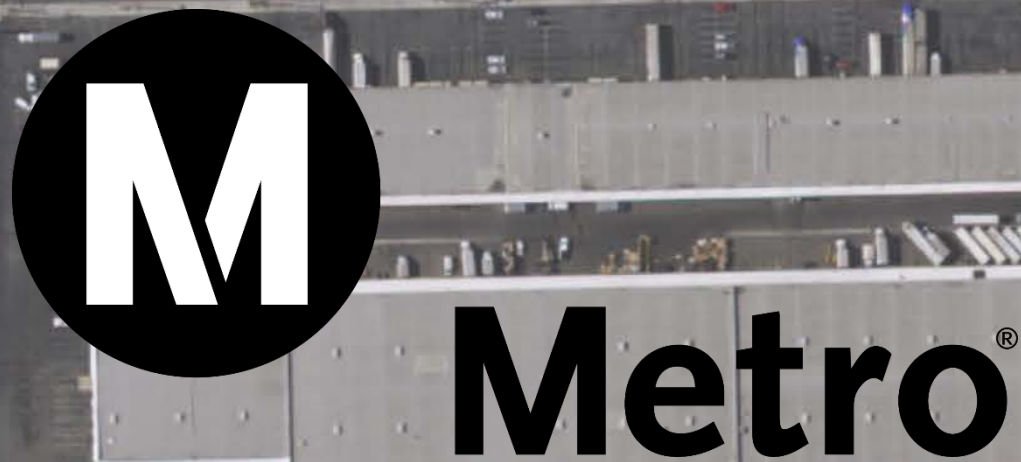
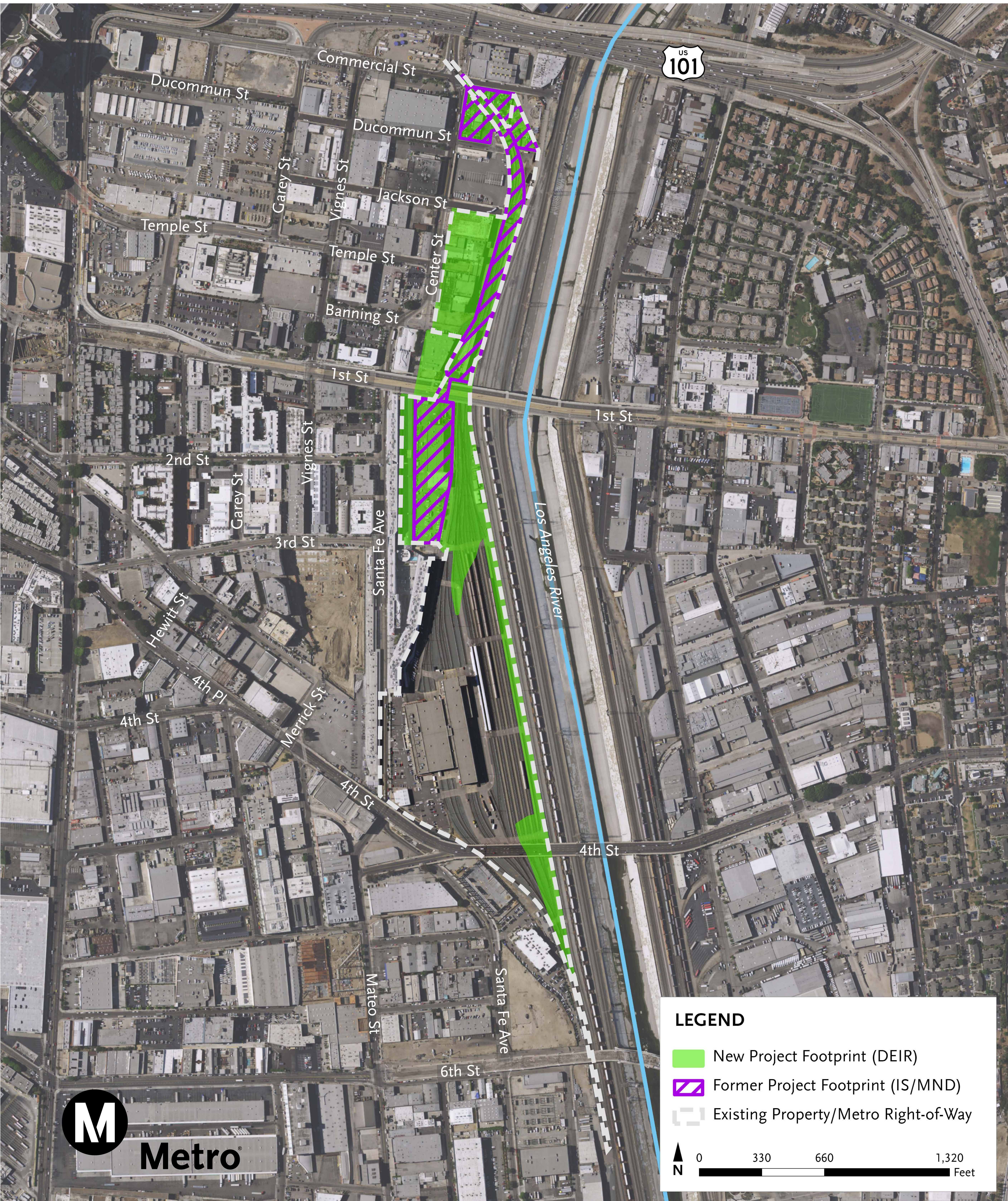
Proposed Project Area Map



Note: Exact location of storage tracks and turnback tracks to be determined.
Source: Terry A. Hayes Associates Inc., 2017.

Division 20 Portal Widening and Turnback Facility

DEIR and IS/MND Project Comparison Map

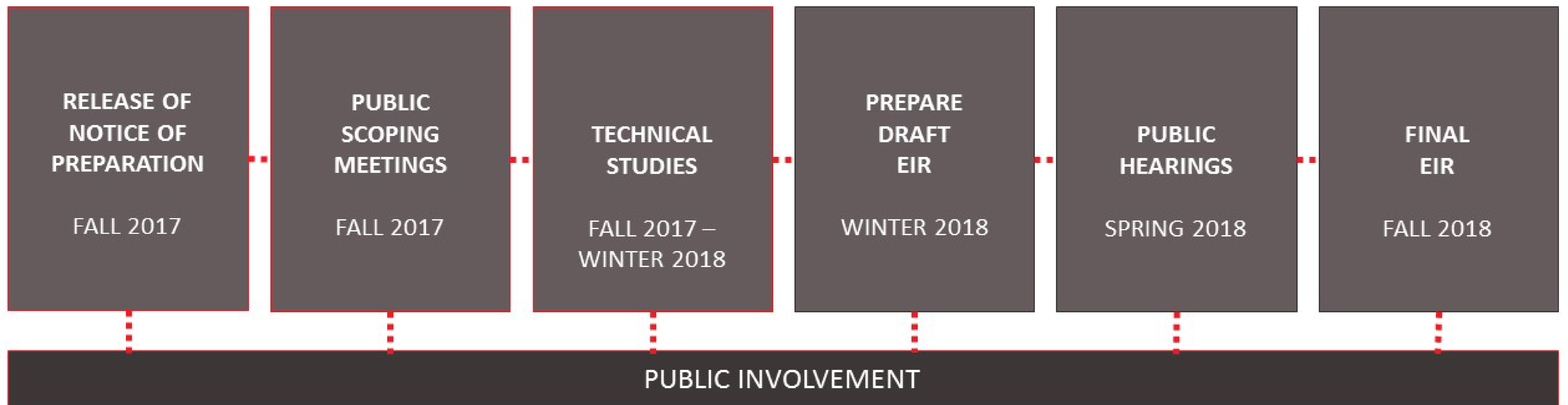


Source: Terry A. Hayes Associates Inc., 2017.



Division 20 Portal Widening and Turnback Facility

Environmental Impact Report (EIR) Schedule





Division 20 Portal Widening and Turnback Facility

Draft EIR Topics

The Draft EIR will address all elements listed in Appendix G of the CEQA Guidelines, and will focus on the following topics that have been identified as key impact areas:

- › Aesthetics
- › Air Quality
- › Cultural Resources
- › Energy Resources
- › Greenhouse Gas Emissions
- › Hazards and Hazardous Materials
- › Noise and Vibration
- › Tribal Cultural Resources



Division 20 Portal Widening and Turnback Facility

Next Steps

File and distribute Notice of Preparation (NOP) and provide 30-day response period

- > Begins **Wednesday, October 18, 2017**
- > Ends **Friday, November 17, 2017**

Public scoping comments must be submitted on or before November 17, 2017 via mail or email to the following

Cris B. Liban

Executive Officer, Environmental Compliance and Sustainability

Los Angeles County Metropolitan Transportation Authority

One Gateway Plaza, M/S 99-16-9

Los Angeles, CA 90012

libane@metro.net



Division 20 Portal Widening and Turnback Facility

Contact Us



Michael Cortez
Community Relations Manager



213.922.4465



metro.net/capitalprojects



cortezmic@metro.net



Division 20 Portal Widening and Turnback Facility

Appendix K

Participants by Meeting

Appendix K.1

Sign-in Sheets

Meeting #1 (October 25, 2017)

Art Share LA

Appendix K.2

Sign-in Sheets

Meeting #2 (November 8, 2017)

Japanese American Cultural and Community Center

Appendix K.3

Photos taken at Meetings

Appendix K.1
Sign-in Sheets
Meeting #1 (October 25, 2017)
Art Share LA



Division 20 Portal Widening and Turnback Facility

Public Scoping Meeting
Japanese American Cultural Center
244 S San Pedro St, Los Angeles, CA 90012
November 8, 2017, 3pm – 5pm

Sign-in Sheet

Name <i>Nombre</i>	Affiliation <i>Afiliación</i>	Address <i>Domicilio</i>	Phone Number / Cell Number <i>Número telefónico</i>	Email <i>Correo electrónico</i>
Edgar TORRES				
* Megan Teramoto				
* Ari Simon				

Contact information blocked for privacy.



Division 20 Portal Widening and Turnback Facility

Public Scoping Meeting
Japanese American Cultural Center
244 S San Pedro St, Los Angeles, CA 90012
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★ Chun Leung				
Todd N				

Contact information blocked for privacy.



Division 20 Portal Widening and Turnback Facility

Public Scoping Meeting
Japanese American Cultural Center
244 S San Pedro St, Los Angeles, CA 90012
November 8, 2017, 3pm – 5pm

Sign-in Sheet

Name Nombre	Affiliation Afilación	Address Domicilio	Phone Number / Cell Number Número telefónico	Email Correo electrónico
Michael Stein				
Chris Carlton				
Dor. Keller				
Rebecca Morales				
Greg Kyle				
Lamen Phillips				
Miguel Vargas				
* Javier Hernandez				

Contact information blocked for privacy.

CM
ter...



Division 20 Portal Widening and Turnback Facility

Public Scoping Meeting

Japanese American Cultural Center

244 S San Pedro St, Los Angeles, CA 90012

November 8, 2017, 3pm – 5pm

Business Card Sign-In Sheet



fastla.org

Hilary Norton

Executive Director



Los Angeles
County
Business
Federation

Strengthening the Voice of Business

bizfed.org
twitter.com/@bizfed
facebook.com/bizfed

Jerard Wright
Policy Manager



SHIMODA DESIGN GROUP

Chris Carlton



CORDOBA CORPORATION

CONRADO AYALA

Senior Project Manager

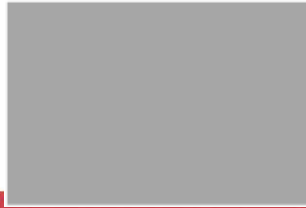


Kimley»Horn

Greg Kyle, AICP



kimley-horn.com



arts district
los angeles

Arts District Los Angeles
Business Improvement District

Miguel E. Vargas
Executive Director



COUNCILMEMBER PAUL KREKORIAN
SECOND COUNCIL DISTRICT

DOUG MENSMAN
TRANSPORTATION DIRECTOR



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YOUR BUSINESS CARD HERE



Division 20 Portal Widening and Turnback Facility

Scoping Meeting

October 25, 2017, 6pm – 8pm

Staff Sign-in

Ned Resen

Name	Organization	Email	Attended
Andrina Dominguez	The Los Angeles County Metropolitan Transportation Authority (Metro)	domingueza@metro.net	✓
Anna Chen	The Los Angeles County Metropolitan Transportation Authority (Metro)	chenpo@metro.net	
Chester Britt	Arellano Associates	CBritt@arellanoassociates.com	
Christina Harrington	The Los Angeles County Metropolitan Transportation Authority (Metro)	harringtonc@metro.net	✓
Cris Liban	The Los Angeles County Metropolitan Transportation Authority (Metro)	libane@metro.net	
David Mieger	The Los Angeles County Metropolitan Transportation Authority (Metro)	miegerd@metro.net	✓
Derek Hung	Terry A. Hayes Associates Inc. (TAHA)		
Ebelin Castillo	The Los Angeles County Metropolitan Transportation Authority (Metro)	castilloeb@metro.net	
Jason Jackson	Arellano Associates	JJackson@ArellanoAssociates.com	✓



Division 20 Portal Widening and Turnback Facility

Name	Organization	Email	Attended
Jason Jackson	Arellano Associates	JJackson@ArellanoAssociates.com	
June Susilo	The Los Angeles County Metropolitan Transportation Authority (Metro)	susiloj@metro.net	✓
Lee Lisecki	ICF International, Inc.		
Letitia Ivins	The Los Angeles County Metropolitan Transportation Authority (Metro)		
Maressa Sah	The Los Angeles County Metropolitan Transportation Authority (Metro)	sahm@metro.net	
Maria Herrera	Arellano Associates	MHerrera@ArellanoAssociates.com	
Michael Cortez	The Los Angeles County Metropolitan Transportation Authority (Metro)	cortezmic@metro.net	✓
Matthew Marquez	The Los Angeles County Metropolitan Transportation Authority (Metro)		✓
Maya Emsden	The Los Angeles County Metropolitan Transportation Authority (Metro)		
Namatra Cariapa	ICF International, Inc.	Namrata.Cariapa@icf.com	✓
Patricia Soto	The Los Angeles County Metropolitan Transportation Authority (Metro)		
Rick Meade	The Los Angeles County Metropolitan Transportation Authority (Metro)	meader@metro.net	
Roger Martin	The Los Angeles County Metropolitan Transportation Authority (Metro)	martinr@metro.net	



Division 20 Portal Widening and Turnback Facility

Name	Organization	Email	Attended
Ronald Stamm	The Los Angeles County Metropolitan Transportation Authority (Metro)	stammr@metro.net	
Sam Silverman	Terry A. Hayes Associates Inc. (TAHA)	ssilverman@webtaha.com	
Stacey Falcioni	Arellano Associates	sfalcioni@arellanoassociates.com	✓
Steve Hymon	The Los Angeles County Metropolitan Transportation Authority (Metro)	hymons@metro.net	
Susan Gray	The Los Angeles County Metropolitan Transportation Authority (Metro)		✓
Terry Hayes	Terry A. Hayes Associates Inc. (TAHA)		
Melissa Holguin	Arellano Associates	mholguin@arellanoassociates.com	✓
Edna J.			✓
Ned Racine	Metro Senior Construction Relations Officer	racinen@metro.net	✓

Appendix K.2

Sign-in Sheets

Meeting #2 (November 8, 2017)

Japanese American Cultural and Community Center



Division 20 Portal Widening and Turnback Facility

Public Scoping Meeting
Japanese American Cultural Center
244 S San Pedro St, Los Angeles, CA 90012
November 8, 2017, 3pm – 5pm

Sign-in Sheet

Name Nombre	Affiliation Afilación	Address Domicilio	Phone Number / Cell Number Número telefónico	Email Correo electrónico
Lonnie Regda				
James Okazaki				
Charlene Lee Borcuza				
Ben Watanabe				
MOSTAFA SOBANH				
Chris Modrzyewski				
Rebecca Morales				
Paul Holliday				

Contact information blocked for privacy.



Division 20 Portal Widening and Turnback Facility

Public Scoping Meeting
Japanese American Cultural Center
244 S San Pedro St, Los Angeles, CA 90012
November 8, 2017, 3pm – 5pm

Sign-in Sheet

Name Nombre	Affiliation Afiliación	Address Domicilio	Phone Number / Cell Number Número telefónico	Email Correo electrónico
Chris Pearson				
Patricia W. Allen				
Megan Teramuto				
Nate Hynes				
HILARY NORTON				
Teddye Stryker Cook				
Doug Mensman				
ROBERT BLUME				

Contact information blocked for privacy.

21
/



Division 20 Portal Widening and Turnback Facility

Public Scoping Meeting
Japanese American Cultural Center
244 S San Pedro St, Los Angeles, CA 90012
November 8, 2017, 3pm – 5pm

Sign-in Sheet


Name <i>Nombre</i>	Affiliation <i>Afiliación</i>	Address <i>Domicilio</i>	Phone Number / Cell Number <i>Número telefónico</i>	Email <i>Correo electrónico</i>
Jose Rina				
ALAN KUMARA				
Bobby Garza				
Sam E. McIntosh				

Contact information blocked for privacy.





Division 20 Portal Widening and Turnback Facility


Public Scoping Meeting
Japanese American Cultural Center
244 S San Pedro St, Los Angeles, CA 90012
November 8, 2017, 3pm – 5pm
Business Card Sign-In Sheet



Darrell E. Waters
Vice President
Southern California Transportation




Lonnie Rejda
Lead Estimator




Jamarah Hayner
President
JKH Consulting
Los Angeles | Phoenix



FREEZER, COOLER, DRY, BLAST FREEZING, LOGISTICS, PRODUCT & RAIL SERVICES





Frank H. Gallo
Vice President




AECOM

Chris Mockus, PE
Vice President
Transportation CM/PM
Practice Leader, Southern CA





aecom.com




Northwestern Mutual

Joel Wynton
Financial Representative




José Huizar
Councilmember, 14th District

Nate Hayward
Public Works Director




BOULEVARD PARTNERS

TEDDY STUTZ
Associate



Japanese Chamber of Commerce
of Southern California

Kitty Sankey





Division 20 Portal Widening and Turnback Facility

Public Scoping Meeting

Japanese American Cultural Center

244 S San Pedro St, Los Angeles, CA 90012

November 8, 2017, 3pm – 5pm

Business Card Sign-In Sheet



fastla.org

Hilary Norton
Executive Director



TOM
LABONGE
LOS ANGELES CITY COUNCIL 2001-2015



KUMAMOTO
associates

MARKETING
MANAGEMENT
COMMUNICATIONS

JOANNE KUMAMOTO



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YOUR BUSINESS CARD HERE

YOUR BUSINESS CARD HERE

YOUR BUSINESS CARD HERE

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YOUR BUSINESS CARD HERE



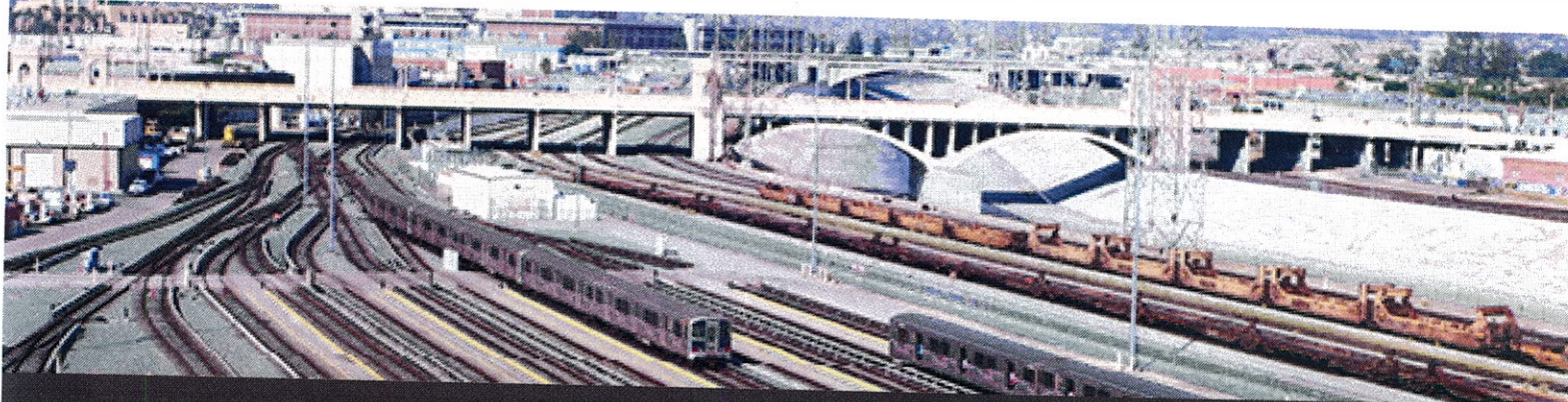
Division 20 Portal Widening and Turnback Facility

Scoping Meeting

November 8, 2017, 3pm – 5pm

Staff Sign-in

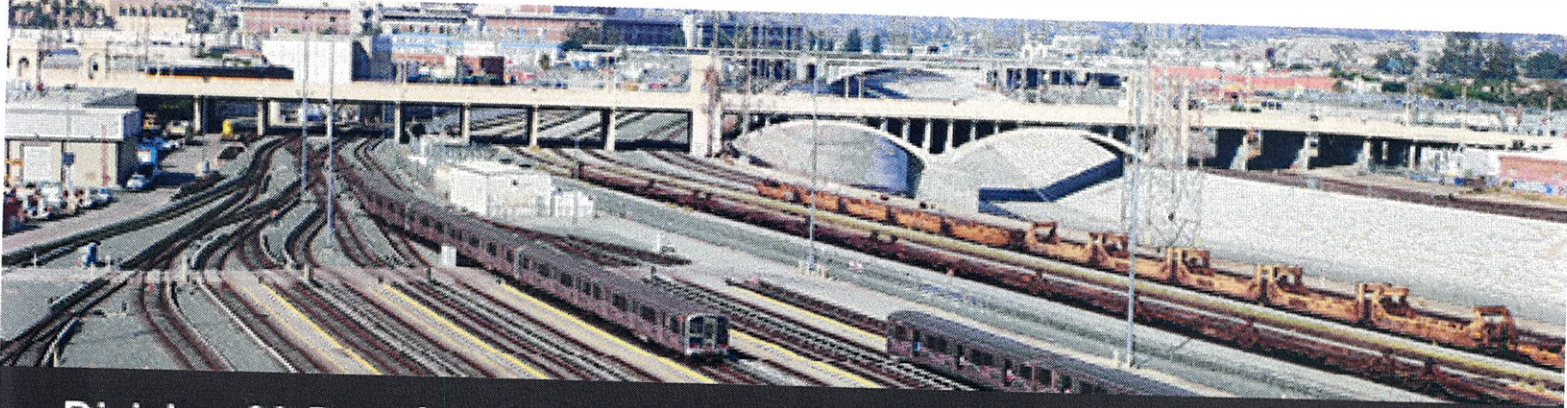
Name	Organization	Email	Attended
Andrina Dominguez	The Los Angeles County Metropolitan Transportation Authority (Metro)	domingueza@metro.net	✓
Anna Chen	The Los Angeles County Metropolitan Transportation Authority (Metro)	chenpo@metro.net	
Chester Britt	Arellano Associates	CBritt@arellanoassociates.com	
Christina Harrington	The Los Angeles County Metropolitan Transportation Authority (Metro)	harringtonc@metro.net	✓
Cris Liban	The Los Angeles County Metropolitan Transportation Authority (Metro)	libane@metro.net	✓
David Mieger	The Los Angeles County Metropolitan Transportation Authority (Metro)	miegerd@metro.net	✓
Derek Hung	Terry A. Hayes Associates Inc. (TAHA)		
Ebelin Castillo	The Los Angeles County Metropolitan Transportation Authority (Metro)	castilloeb@metro.net	



Division 20 Portal Widening and Turnback Facility

Name	Organization	Email	Attended
Jason Jackson	Arellano Associates	JJackson@ArellanoAssociates.com	
June Susilo	The Los Angeles County Metropolitan Transportation Authority (Metro)	susiloj@metro.net	
Lee Lisecki	ICF International, Inc.		
Letitia Ivins	The Los Angeles County Metropolitan Transportation Authority (Metro)		<i>[Handwritten signature]</i>
Maressa Sah	The Los Angeles County Metropolitan Transportation Authority (Metro)	sahm@metro.net	
Maria Herrera	Arellano Associates	MHerrera@ArellanoAssociates.com	✓
Michael Cortez	The Los Angeles County Metropolitan Transportation Authority (Metro)	cortezmic@metro.net	✓
Matthew Marquez	The Los Angeles County Metropolitan Transportation Authority (Metro)		✓
Maya Emsden	The Los Angeles County Metropolitan Transportation Authority (Metro)		
Namatra Cariapa	ICF International, Inc.	Namrata.Cariapa@icf.com	✓
Patricia Soto	The Los Angeles County Metropolitan Transportation Authority (Metro)		✓
Rick Meade	The Los Angeles County Metropolitan Transportation Authority (Metro)	meader@metro.net	
Roger Martin	The Los Angeles County Metropolitan Transportation Authority (Metro)	martinr@metro.net	

Doug Mena
Mena man ~ Rick Office Items



Division 20 Portal Widening and Turnback Facility

Name	Organization	Email	Attended
Ronald Stamm	The Los Angeles County Metropolitan Transportation Authority (Metro)	stammr@metro.net	
Sam Silverman	Terry A. Hayes Associates Inc. (TAHA)	ssilverman@webtaha.com	✓
Stacey Falcioni	Arellano Associates	sfalcioni@arellanoassociates.com	✓
Steve Hymon	The Los Angeles County Metropolitan Transportation Authority (Metro)	hymons@metro.net	
<i>Letitia Fernandez</i> Susan Gray Robert Ivins	The Los Angeles County Metropolitan Transportation Authority (Metro)	<i>winisl@metro.net</i>	✓
Terry Hayes	Terry A. Hayes Associates Inc. (TAHA)		
Edna Jimenez	Arellano Associates	ejimenez@arellanoassociates.com	
Melissa Holguin	Arellano Associates	mholguin@arellanoassociates.com	

Appendix K.3
Photos taken at Meetings

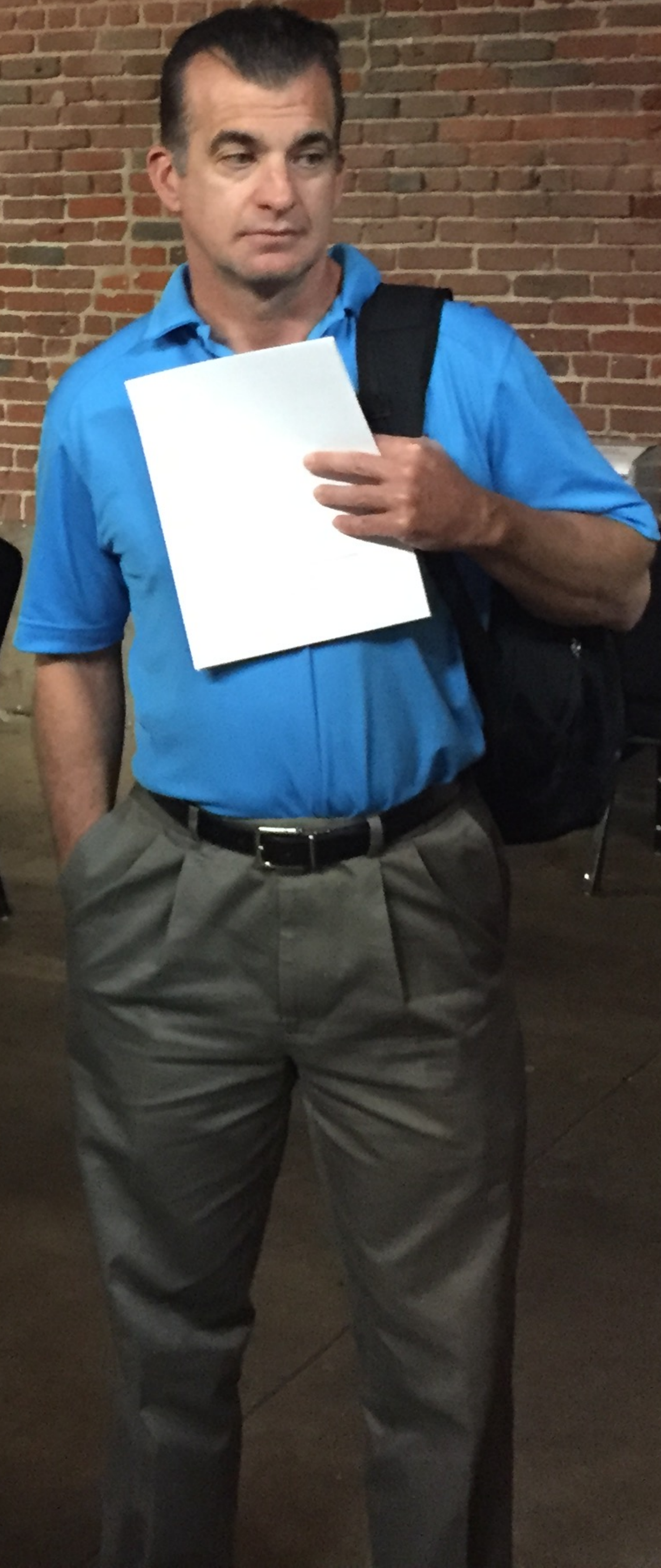
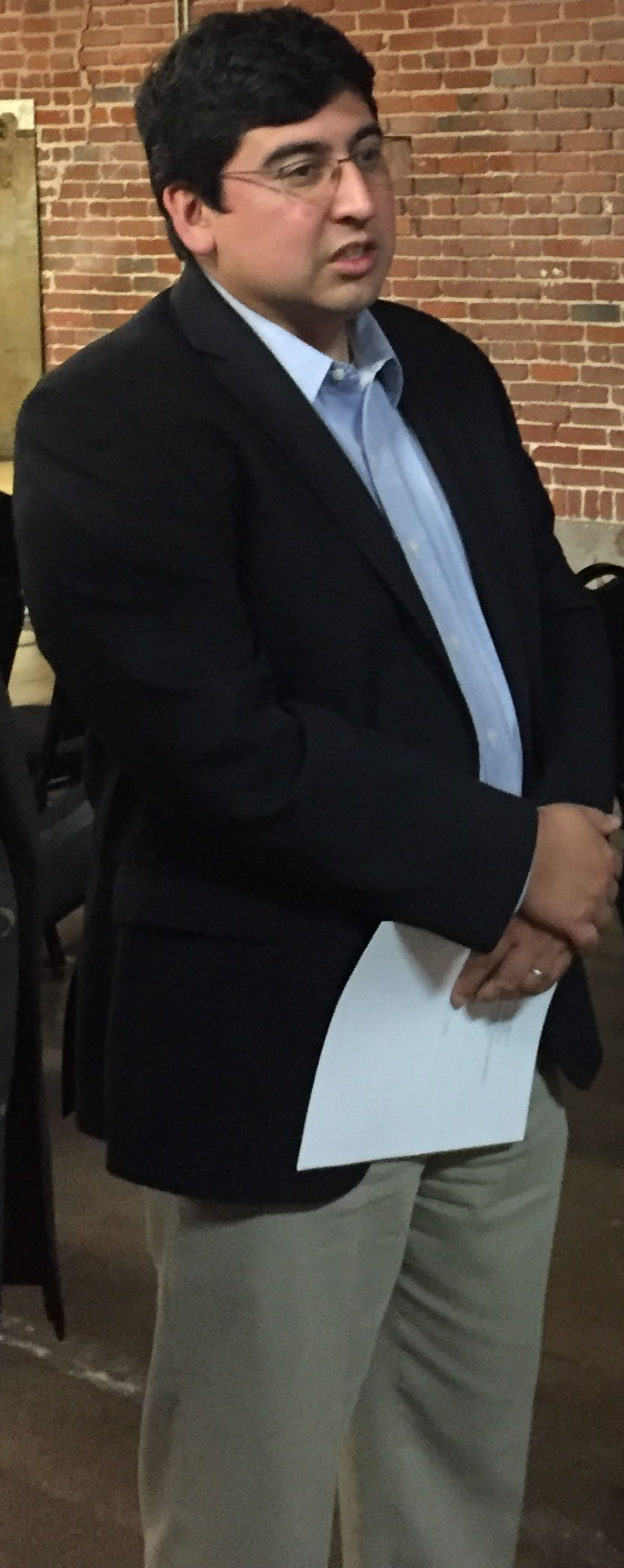


Division 20 Portal Widening and Tunnel Facility
Public Hearing Meeting - October 23, 2017

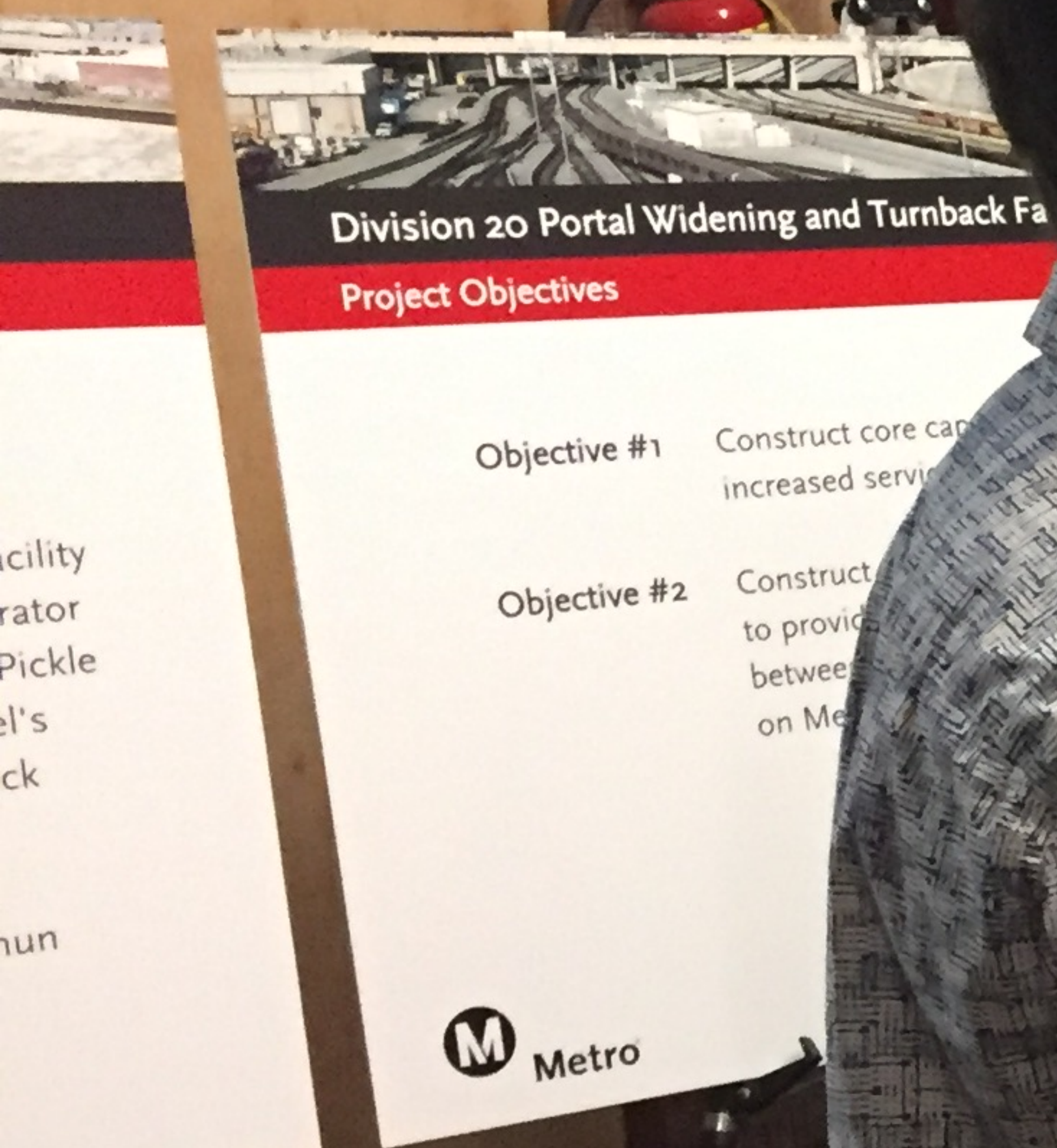


Informational brochures and documents are laid out on the table in front of the woman. Some of the documents feature images of the tunnel facility and text, likely providing details about the project and the public hearing process.

A clipboard with a checklist or registration form is visible on the table. The form includes fields for name, address, and contact information, along with checkboxes for various options.



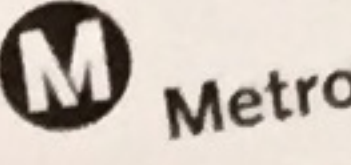
FIRE
EXIT
NO
SMOKING



Division 20 Portal Widening and Turnback Facility
Project Objectives

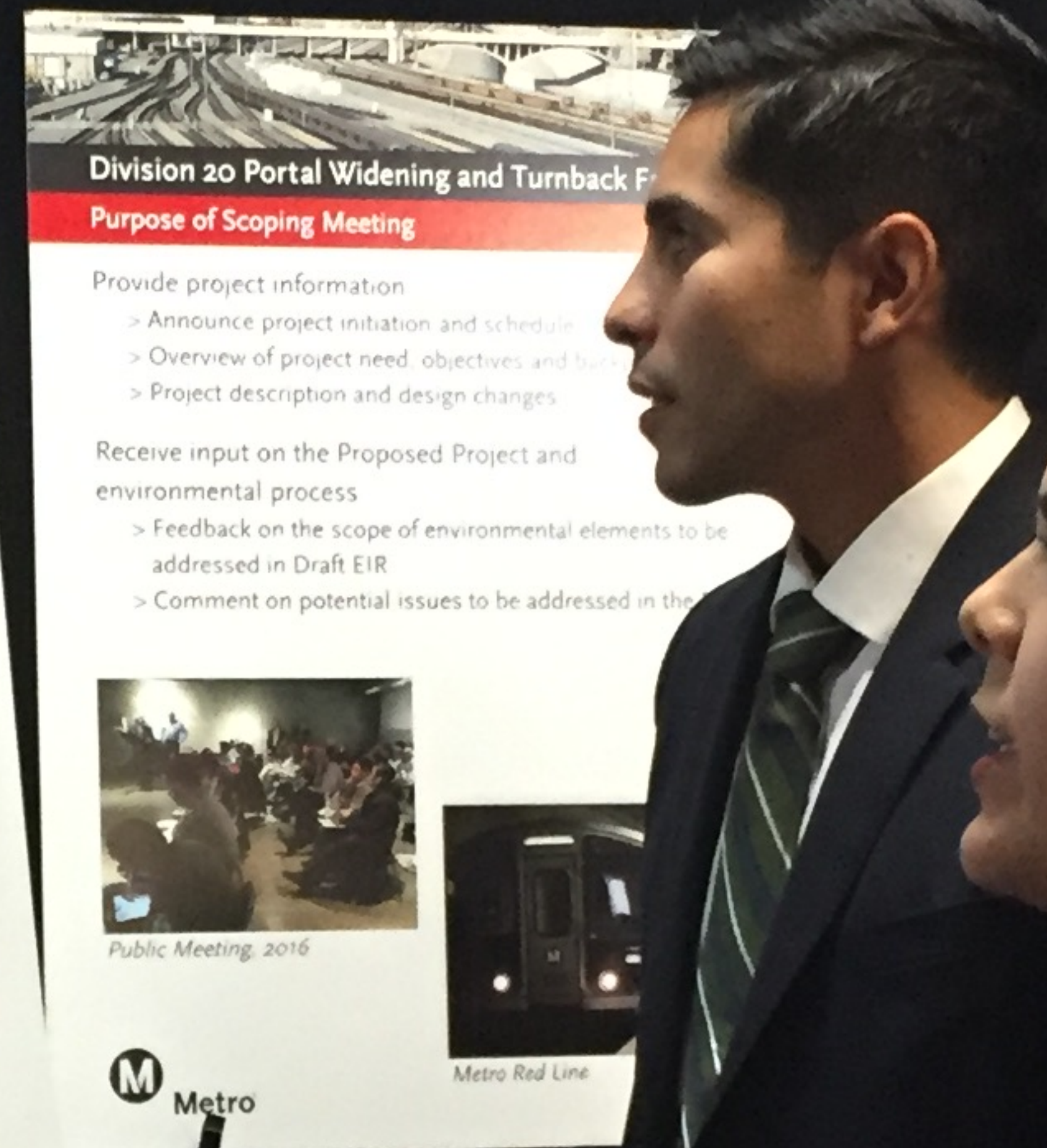
Objective #1 Construct core capacity to accommodate increased service

Objective #2 Construct to provide between on Metro



Division 20 Turnback Facility

The Project will accommodate Metro Red and Purple Lines in the Division 20 more quickly




Division 20 Portal Widening and Turnback Facility
Purpose of Scoping Meeting

Provide project information


- > Announce project initiation and schedule
- > Overview of project need, objectives and goals
- > Project description and design changes

Receive input on the Proposed Project and environmental process

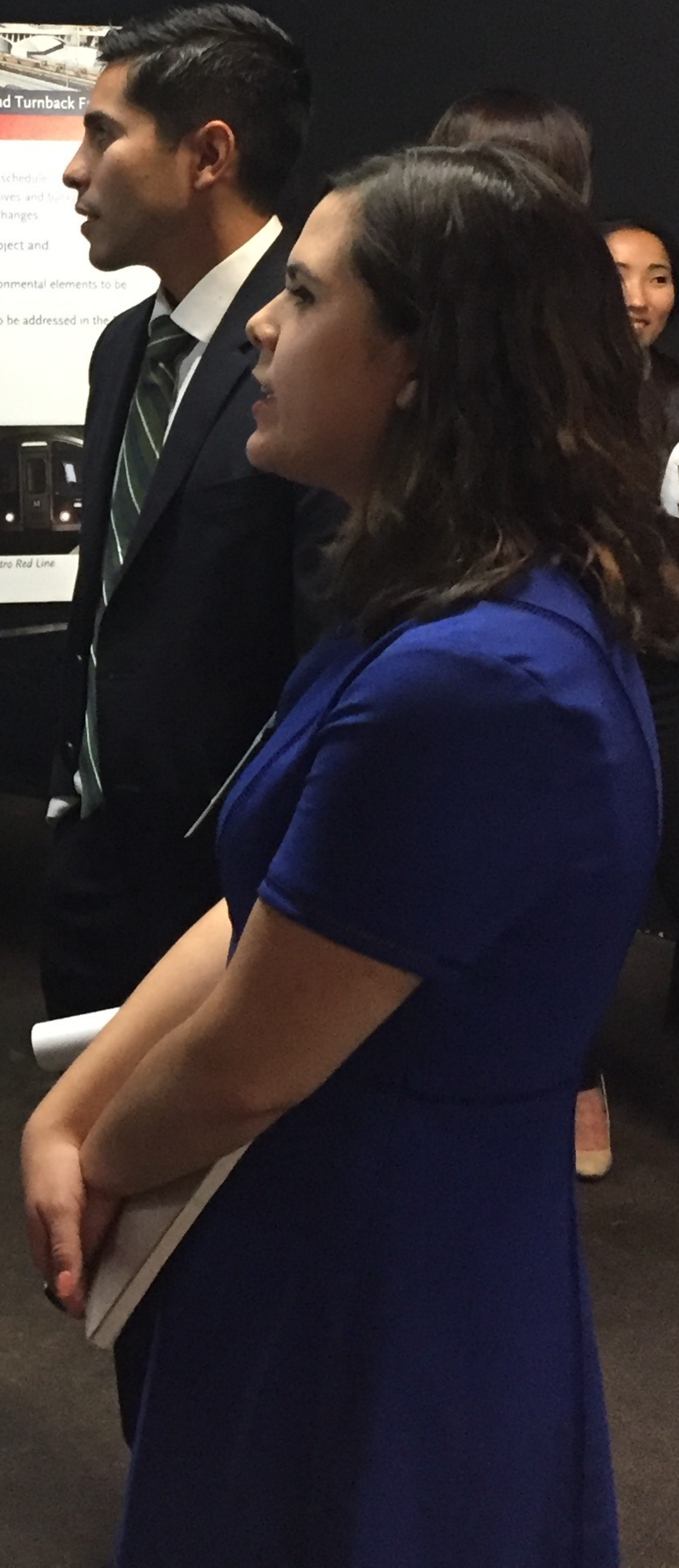
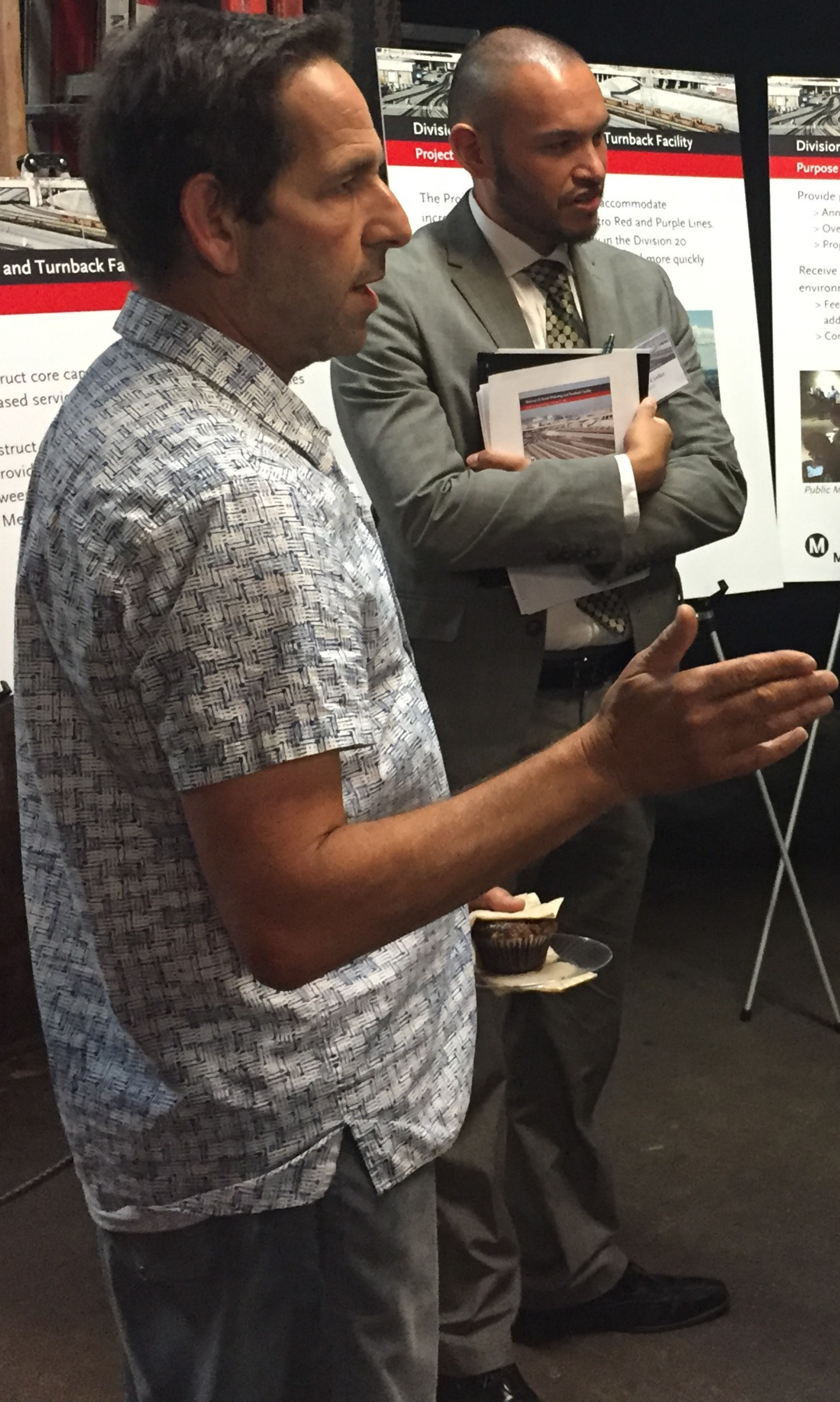

- > Feedback on the scope of environmental elements to be addressed in Draft EIR
- > Comment on potential issues to be addressed in the



Public Meeting, 2016

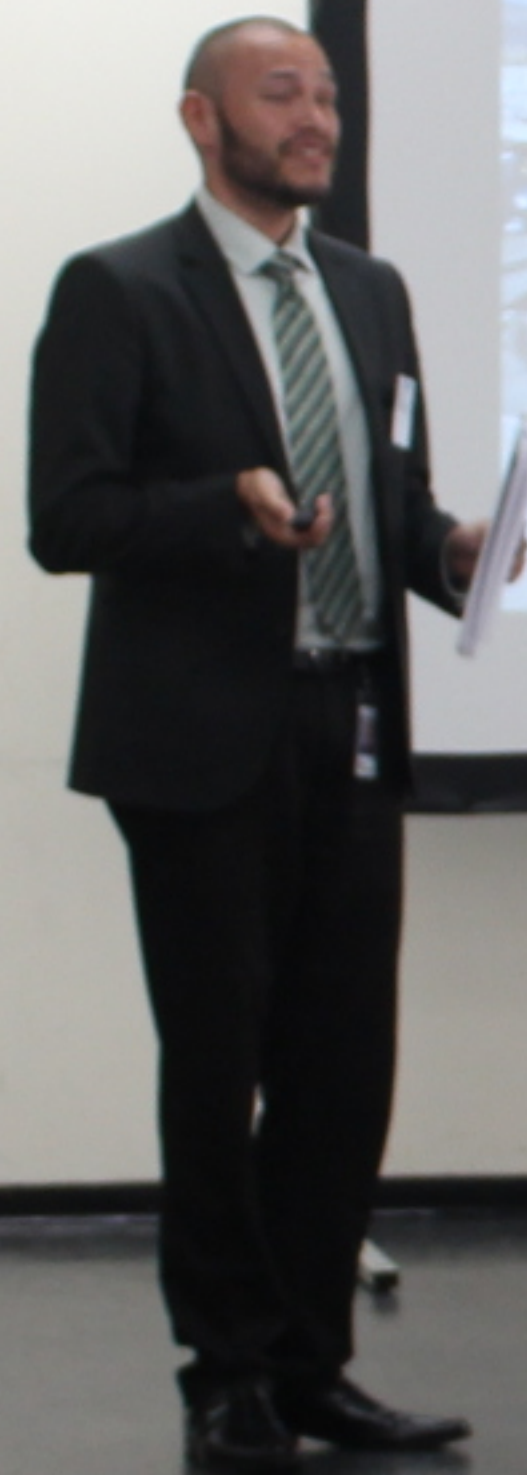


Metro Red Line









COMMENTS ONLY
PLEASE SUBMIT COMMENT CARDS HERE.
Thank You.
Por favor Entregue su Tarjeta de Comentarios Aquí.
Gracias.

Comment Cards

COMMENTS ONLY
PLEASE SUBMIT COMMENT CARDS HERE.
Thank You.
Por favor Entregue su Tarjeta de Comentarios Aquí.
Gracias.



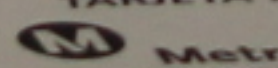
What is CEQA?

California Environmental Quality Act

- An environmental review process to identify significant environmental impacts and adopt feasible ways to reduce those impacts, also known as mitigation measures
- Considers 18 environmental topics



COMMENT CARDS
TARJETA DE COMENTARIOS



Division 20 Portal Widening and Turnback Facility

Please Submit
Comment Cards Here.
Thank You.

Por favor Entregue su
Tarjeta de Comentarios Aqui.
Gracias.

Project Area

- Division 20 rail yard is approximately forty-five acres, housing Metro Red and Purple Line train storage and maintenance facilities



COMENTARIOS
TARJETA DE COMENTARIOS



Division 20 Rail Wharf and Hublock Facility

Please Submit
Comment Cards Here.
Thank You.

Por favor Entregue su
Tarjeta de Comentarios Aquí.
Gracias.





and Tumbuck Facility

to accommodate
for the Metro Red and Purple Lines
Tumbuck Facility in the Division of
now trains to run around more quickly



Division of Rail Planning and Tumbuck Facility

Project Action

Metrolink will build a new station at the Tumbuck Facility to accommodate the Metro Red and Purple Lines. The station will be a platform station with two tracks. The station will be built on the existing site of the Tumbuck Facility. The station will be built on the existing site of the Tumbuck Facility. The station will be built on the existing site of the Tumbuck Facility.

Division of Rail Planning and Tumbuck Facility

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Division of Rail Planning and Tumbuck Facility

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Division of Rail Planning and Tumbuck Facility

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Division of Rail Planning and Tumbuck Facility

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Division of Rail Planning and Tumbuck Facility

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Division of Rail Planning and Tumbuck Facility

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Metro

COMMENT CARDS
TARJETA DE COMENTARIOS



Para obtener información sobre el Proyecto de Transporte y el Plan de Construcción de la Línea 1 del Metro de la Ciudad de México, visite el sitio web www.metrociudadmexico.com o llame al 01800 700 0000.

YEAR OF THE
ROOSTER



Division 20 Portal Widening and Turnback Facility

Appendix L

Comments Received

Appendix L.1

NOP Comments

Appendix L.1.1

Agency & Special District Comments

Appendix L.1.2

Meeting Comment Cards

Appendix L.1.3

Other Public Comments

Appendix L.2

Revised NOP Comments

Appendix L.2.1

Revised NOP Agency & Special District Comments

Appendix L.2.2

Revised NOP Public Comments

Appendix L.3

Comment Log & Issues Matrix

Appendix L.1

NOP Comments

Appendix L.1.1
Agency & Special District Comments

NATIVE AMERICAN HERITAGE COMMISSION

Environmental and Cultural Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone (916) 373-3710



October 23, 2017

Michael Cortez
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Sent via e-mail: cortezmic@metro.net

RE: SCH# 2017101034; Division 20 Portal Widening/ Turnback Facility Project; Los Angeles County, California

Dear Mr. Cortez:

The Native American Heritage Commission has received the Notice of Preparation (NOP) for Draft Environmental Impact Report for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code § 21000 et seq.), specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, § 15064.5 (b) (CEQA Guidelines Section 15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared. (Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd. (a)(1) (CEQA Guidelines § 15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code § 21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment (Pub. Resources Code § 21084.2). Please reference California Natural Resources Agency (2016) "Final Text for tribal cultural resources update to Appendix G: Environmental Checklist Form," <http://resources.ca.gov/ceqa/docs/ab52/Clean-final-AB-52-App-G-text-Submitted.pdf>. Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code § 21084.3 (a)). **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. § 800 et seq.) may also apply.

The NAHC recommends **lead agencies consult with all California Native American tribes** that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments. **Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.**

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a **lead agency** shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
 - a. A brief description of the project.
 - b. The lead agency contact information.
 - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code § 21080.3.1 (d)).
 - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code § 21073).
2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A **lead agency** shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code § 21080.3.1, subs. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. (Pub. Resources Code § 21080.3.1(b)).
 - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18). (Pub. Resources Code § 21080.3.1 (b)).
3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
 - a. Alternatives to the project.
 - b. Recommended mitigation measures.
 - c. Significant effects. (Pub. Resources Code § 21080.3.2 (a)).
4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
 - a. Type of environmental review necessary.
 - b. Significance of the tribal cultural resources.
 - c. Significance of the project's impacts on tribal cultural resources.
 - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code § 21080.3.2 (a)).
5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code § 21082.3 (c)(1)).
6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
 - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
 - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code § 21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
- The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code § 21080.3.2 (b)).
8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code § 21082.3 (a)).
9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code section 21084.3 (b). (Pub. Resources Code § 21082.3 (e)).
10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
- Avoidance and preservation of the resources in place, including, but not limited to:
 - Planning and construction to avoid the resources and protect the cultural and natural context.
 - Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - Protecting the cultural character and integrity of the resource.
 - Protecting the traditional use of the resource.
 - Protecting the confidentiality of the resource.
 - Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - Protecting the resource. (Pub. Resource Code § 21084.3 (b)).
 - Please note that a federally recognized California Native American tribe or a nonfederally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code § 815.3 (c)).
 - Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code § 5097.991).
11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An environmental impact report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
- The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
 - The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code § 21082.3 (d)).

This process should be documented in the Cultural Resources section of your environmental document.

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires **local governments** to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code § 65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. **Tribal Consultation**: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code § 65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation**. There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality**: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code section 65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction. (Gov. Code § 65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation**: Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have been already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.

- b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.
- 3. Contact the NAHC for:
 - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
- 4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
 - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, section 15064.5(f) (CEQA Guidelines section 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
 - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
 - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5, subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

Please contact me if you need any additional information at gayle.totton@nahc.ca.gov.

Sincerely,



Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst
(916) 373-3714

cc: State Clearinghouse

DEPARTMENT OF TRANSPORTATION

DISTRICT 7

100 S. MAIN STREET, MS 16

LOS ANGELES, CA 90012

PHONE (213) 897-8391

FAX (213) 897-1337

TTY 711

www.dot.ca.gov



*Serious Drought.
Making Conservation
a California Way of Life.*

October 30, 2017

Mr. Michael Cortez
Los Angeles County MTA
One Gateway Plaza
Los Angeles, CA 90012

RE: Division 20 Portal Widening/
Turnback Facility
Vic. LA-101/ PM 0.486 to PM S0.899
SCH # 201707101034
GTS # LA-2017-01189AL-NOP

Dear Mr. Cortez:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed Project would reconfigure existing tracks and access roads to accommodate a turnback facility at the Division 20 rail yard, construct new storage tracks, and widen the tunnel portal that currently connects to the Metro Red/Purple Line in order to substantially increase train movement within the yard.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Senate Bill 743 (2013) mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. You may reference to The Governor's Office of Planning and Research (OPR) for more information.

https://www.opr.ca.gov/s_sb743.php

However, there is no guidance from OPR on the proposed land use. If the Lead Agency is still using LOS methodology in preparing traffic study, then a traffic study including the State facilities should be prepared to analyze the following information:

1. Construction/truck/operation traffic impacts on the mainline including US-101, and all significantly impacted streets, crossroads and controlling intersections, as well as an analysis of existing conditions and construction periods. Queuing analysis for the off-ramps may be required if the project construction trips may cause potential back up to the mainline.

Mr. Michael Cortez

October 30, 2017

Page 2 of 2

2. If truck traffic is expected to cause delays on the State facility, please forward a truck/traffic construction management plan to Caltrans for review.
3. Existing traffic volume counts that include anticipated AM and PM peak-hour volumes.
4. Level of service (LOS) before (existing) and during the construction.
5. A brief construction/operation traffic discussion showing turning movements and a directional flow for construction vehicle trips to the State facilities (if any).
6. Discussion of mitigation measures appropriate to alleviate anticipated construction/truck/operation traffic impacts.

We look forward to reviewing the traffic study and expect to receive a copy from the State Clearinghouse when the DEIR is completed. If you would like to expedite the review process or receive early feedback from Caltrans, please feel free to send a copy of the DEIR directly to our office.

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 897-8391 and refer to GTS # LA-2017-01189-AL.

Sincerely,



MIYA EDMONSON
IGR/CEQA Acting Branch Chief

cc: Scott Morgan, State Clearinghouse



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA USPS AND E-MAIL:

November 14, 2017

LibanE@metro.net

Cris B. Liban, P.E., Executive Officer
Environmental Compliance and Sustainability
Los Angeles County Metropolitan Transportation Authority (Metro)
One Gateway Plaza, Mail Stop 99-16-9
Los Angeles, CA 90012-2952

Notice of Preparation of a Draft Environmental Impact Report for the Division 20 Portal Widening/Turnback Facility

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the Proposed Project that should be included in the Draft Environmental Impact Report (EIR). Please send SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address shown in the letterhead. **In addition, please send with the Draft EIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files¹. These include emission calculation spreadsheets and modeling input and output files (not PDF files). Without all files and supporting documentation, SCAQMD staff will be unable to complete our review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from SCAQMD's Subscription Services Department by calling (909) 396-3720. More guidance developed since this Handbook is also available on SCAQMD's website at: [http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-\(1993\)](http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)). SCAQMD staff also recommends that the Lead Agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

SCAQMD has also developed both regional and localized significance thresholds. SCAQMD staff requests that the Lead Agency quantify criteria pollutant emissions and compare the results to

¹ Pursuant to the CEQA Guidelines Section 15174, the information contained in an EIR shall include summarized technical data, maps, plot plans, diagrams, and similar relevant information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public. Placement of highly technical and specialized analysis and data in the body of an EIR should be avoided through inclusion of supporting information and analyses as appendices to the main body of the EIR. Appendices to the EIR may be prepared in volumes separate from the basic EIR document, but shall be readily available for public examination and shall be submitted to all clearinghouses which assist in public review.

SCAQMD's CEQA regional pollutant emissions significance thresholds to determine air quality impacts. SCAQMD's CEQA regional pollutant emissions significance thresholds can be found here: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>. In addition to analyzing regional air quality impacts, SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the Proposed Project, it is recommended that the Lead Agency perform a localized analysis by either using the LSTs developed by SCAQMD staff or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis.

In the event that the Proposed Project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective*, which can be found at: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Guidance² on strategies to reduce air pollution exposure near high-volume roadways can be found at: https://www.arb.ca.gov/ch/rd_technical_advisory_final.PDF.

Mitigation Measures

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize these impacts. Pursuant to CEQA Guidelines Section 15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are

² In April 2017, CARB published a technical advisory, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory*, to supplement CARB's *Air Quality and Land Use Handbook: A Community Health Perspective*. This technical advisory is intended to provide information on strategies to reduce exposures to traffic emissions near high-volume roadways to assist land use planning and decision-making in order to protect public health and promote equity and environmental justice. The technical advisory is available at: <https://www.arb.ca.gov/ch/landuse.htm>.

available to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project, including:

- Chapter 11 of SCAQMD's CEQA Air Quality Handbook
- SCAQMD's CEQA web pages available here: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies>
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities
- SCAQMD's Mitigation Monitoring and Reporting Plan (MMRP) for the 2016 Air Quality Management Plan (2016 AQMP) available here (starting on page 86): <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf>
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

Alternatives

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires the consideration and discussion of alternatives to the project or its location which are capable of avoiding or substantially lessening any of the significant effects of the project. The discussion of a reasonable range of potentially feasible alternatives, including a “no project” alternative, is intended to foster informed decision-making and public participation. Pursuant to CEQA Guidelines Section 15126.6(d), the Draft EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the Proposed Project.

Permits

In the event that the Proposed Project requires a permit from SCAQMD, SCAQMD should be identified as a responsible agency for the Proposed Project in the Draft EIR. For more information on permits, please visit SCAQMD webpage at: <http://www.aqmd.gov/home/permits>. Questions on permits can be directed to SCAQMD's Engineering and Permitting staff at (909) 396-3385.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available at SCAQMD's webpage at: <http://www.aqmd.gov>.

SCAQMD staff is available to work with the Lead Agency to ensure that project air quality impacts are accurately evaluated and any significant impacts are mitigated where feasible. If you have any questions regarding this letter, please contact me at lsun@aqmd.gov or call me at (909) 396-3308.

Sincerely,

Lijin Sun

Lijin Sun, J.D.

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

LS

LAC171013-07

Control Number

November 16, 2017

CHSRA-LAMTA-06749

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Mr. Cris B. Liban, D.Env., P.E.
Executive Officer, Environmental Compliance and Sustainability
Los Angeles County Metropolitan Transportation Authority (Metro)
One Gateway Plaza
Mail Stop: 99-16-9
Los Angeles, CA 90012

RE: Notice of Preparation of a Draft Environmental Impact Report for the Division 20 Portal Widening/Turnback Facility Project

Dear Mr. Liban:

The California High-Speed Rail Authority (Authority) has received the Notice of Preparation issued by Metro for a Draft Environmental Impact Report (EIR) for the Division 20 Portal Widening/Turnback Facility Project, dated October 18, 2017. The Authority believes this project, which will enable increased service levels on the Metro Red and Purple Lines, will be of great importance for Southern California. This project will provide the additional capacity needed to meet future travel demand on these heavily utilized rail lines, and help prepare Los Angeles for hosting the Olympic Games in 2028.

The Authority is moving forward with bringing high-speed rail service to Los Angeles and Anaheim, as specified in our 2016 Business Plan. It will be important for Metro to advance the Division 20 Project in a manner that does not conflict with plans for future high-speed rail service in the Los Angeles to Anaheim section. To that effect, coordination between Metro and the Authority on these projects has already begun. High-speed rail will expand mobility options for Southern California residents, increase ridership on Metro services and other connecting transportation services, provide substantial economic benefits for the region through increased business activity and tourism, and significantly enhance the potential for transit-oriented development in the area.

Mr. Cris Liban
Page 2

The Authority appreciates our long-standing partnership with Metro on a number of projects in Southern California, and looks forward to coordinating with Metro on development of the Draft EIR for the Division 20 Portal Widening/Turnback Facility Project. If you have any questions regarding this letter, please contact me or Michelle Boehm, Southern California Regional Director, at (213) 628-8024 or michelle.boehm@hsr.ca.gov. Thank you.

Sincerely,



Mark A. McLoughlin
Director of Environmental Services
(916) 403-6934
mark.mcloughlin@hsr.ca.gov

cc: Tom Fellenz, Interim Chief Executive Officer
Michelle Boehm, Southern California Regional Director



METROLINK.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

One Gateway Plaza Twelfth Floor Los Angeles, CA 90012

metrolinktrains.com

November 17, 2017

Mr. Chris B. Liban, D. Env., P.E.
Executive Officer, Environmental Compliance and Sustainability
Metro
One Gateway Plaza, Mail Stop: 99-16-9
Los Angeles, CA 90012

**RE: Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR)
for the Division 20 Portal Widening/Turnback Facility**

Dear Mr. Liban:

The Southern California Regional Rail Authority (SCRRA) has received the above-noted NOP for the DEIR on the Division 20 Portal Widening and Turnback Facility project. Thank you for the opportunity to comment on key issues relative to SCRRA and operations of the railroad that operates within your project limits. As background information, SCRRA is a five-county Joint Powers Authority (JPA) that operates the regional commuter rail system known as Metrolink. The JPA consists of the Los Angeles County Metropolitan Transportation Authority (METRO), San Bernardino County Transportation Authority (SBCTA), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC) and Ventura County Transportation Commission (VCTC).

Metrolink Adjacent

It is noted that the turnback facility tracks would be constructed immediately adjacent to the Metro owned right of way where Metrolink and Amtrak trains operate. Trains can run 24 hours per day, 7 days per week. There currently is a fence separating the Metrolink right of way from the Metro Red/Purple Line maintenance facility. Should that fence be temporarily be removed for construction purposes or any construction activities have the potential to foul the Metrolink tracks then a railroad flagperson and temporary encroachment Right of Entry agreement would be required. The temporary encroachment process can be found on our Metrolink website at www.metrolinktrains.com.

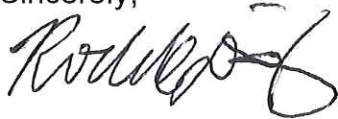
Impacts to Link US Project

The tunnel widening portion of the project will required close coordination with Metro Regional Rail and SCRRA as to mitigating impacts in design and construction of the Link US run through tracks project. The portal widening is in direct conflict with the placement of support infrastructure for the run through track bridge in the area around Commercial Street. Close coordination during construction staging will be needed for the successful completion of both projects.

Thanks again for providing us with the opportunity to comment on this important transportation project. We look forward to our continued participation with Metro on this important transportation project that will provide many benefits to the commuting public.

Should you have any questions, please feel free to contact me at (213) 452-0455 or via e-mail at diazr@scrra.net.

Sincerely,

A handwritten signature in black ink, appearing to read "Roderick Diaz", written in a cursive style.

Roderick Diaz
Director, Planning & Development

Appendix L.1.2
Meeting Comment Cards

Division 20 Portal Widening and Turnback Facility

Public Scoping

Comment Sheet

Name:

James M. Okazaki

Affiliation (i.e. organization, resident, business):

LTCC

Address:

2814 Carlanti Rd. San Marino

Phone/Cell:

(213) 249-3246

Email:

JOKAZAKI@SBCglobal.net

Thank you for your interest in the Metro Division 20 Portal Widening and Turnback Facility. We welcome your comments.

Given that this project is going to purchase ROW on the east side of Center St., please provide room to install the "portal" for the East Santa Ana Branch LRT, and not run the LRT on Viñes or Center St. It would be less impact to Little Tokyo and the Arts District if the subway portal for the East Santa Ana Branch alignment was built totally within the Metro ROW, east of Center St.

James M. Okazaki

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro Division 20 Portal Widening and Turnback Facility ends on Friday, November 17, 2017. Written comments may be submitted at the meetings or via:



Cris B. Liban
Executive Officer, Environmental
Compliance and Sustainability
Metro
One Gateway Plaza
MS 99-16-9
Los Angeles, CA 90012



libane@metro.net



Metro

Comments submitted through the project's social media pages or helpline will not be part of the official public scoping record. Please submit all comments via mail and email.

Division 20 Portal Widening and Turnback Facility

Public Scoping

Comment Sheet

Name:

ALAN KUMAMOTO (MEMBER)

Affiliation (i.e. organization, resident, business):

ST. FRANCIS XAVIER JAPANESE CATHOLIC CHURCH

Address:

222 S. HOWITT

Phone/Cell:

Email:

AKUMAMOTO@AOL.COM

Thank you for your interest in the Metro Division 20 Portal Widening and Turnback Facility. We welcome your comments.

How about access to LA RIVER
at 1st ST. BRIDGE?

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro Division 20 Portal Widening and Turnback Facility ends on Friday, November 17, 2017. Written comments may be submitted at the meetings or via:



Cris B. Liban
Executive Officer, Environmental
Compliance and Sustainability
Metro
One Gateway Plaza
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Los Angeles, CA 90012



libane@metro.net



Metro

Comments submitted through the project's social media pages or helpline will not be part of the official public scoping record. Please submit all comments via mail and email.

Division 20 Portal Widening and Turnback Facility

11-8-17

Public Scoping

Comment Sheet

Name:

Sonia E. Mcintosh

Affiliation (i.e. organization, resident, business):

Public - Bus rider

Address:

POB # 26153, Minnie Mike Station, LA CA

Phone/Cell:

Email:

90036

Thank you for your interest in the Metro Division 20 Portal Widening and Turnback Facility. We welcome your comments.

Exact location of storage tanks & truck tracks take determined on chart is printed. What does that mean? Why wasn't this expanded downtown LA City taking of acreage of buildings (no architectural value is listed for these historic names on the buildings). Wildlife - birds would be nice in trees & area of the Los Angeles River.

Air - grass - we need to breathe! Too much building construction & no affordability for average person will you raise Metro monthly passes & fares again? Their Board is notorious.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro Division 20 Portal Widening and Turnback Facility ends on Friday, November 17, 2017. Written comments may be submitted at the meetings or via:



Cris B. Liban
Executive Officer, Environmental
Compliance and Sustainability
Metro
One Gateway Plaza
MS 99-16-9
Los Angeles, CA 90012



libane@metro.net



Metro

Comments submitted through the project's social media pages or helpline will not be part of the official public scoping record. Please submit all comments via mail and email.

Division 20 Portal Widening and Turnback Facility

Public Scoping

11/8/17

Comment Sheet

Name:

Jeff Modrzegewski

Affiliation (i.e. organization, resident, business):

CREED LA

Address:

Phone/Cell:

Email:

Thank you for your interest in the Metro Division 20 Portal Widening and Turnback Facility. We welcome your comments.

See Attachment

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro Division 20 Portal Widening and Turnback Facility ends on Friday, November 17, 2017. Written comments may be submitted at the meetings or via:



Cris B. Liban
Executive Officer, Environmental
Compliance and Sustainability
Metro
One Gateway Plaza
MS 99-16-9
Los Angeles, CA 90012



libane@metro.net



Metro

Comments submitted through the project's social media pages or helpline will not be part of the official public scoping record. Please submit all comments via mail and email.



November 8, 2017

Cris B. Liban

Executive Officer, Environmental Compliance and Sustainability Los Angeles County
Metropolitan Transportation Authority One Gateway Plaza
Los Angeles, CA 90012

Re: Division 20 Portal Widening and Turnback Facility Project & Arts District Station

Dear Mr. Liban,

I am writing to you on behalf of the CREED LA to provide comments on the scope of the Draft EIR for its Division 20 Portal Widening and Turnback Facility Project.

CREED LA's mission is to ensure that the construction industry in Los Angeles has a highly trained and professionalized work force that supports projects that have positive impacts for the community. CREED LA champions and creation of good jobs with health care, training, and a secure retirement for LA's working families, while being sensitive to any potential impacts and the local environment.

We believe this project is important to help Metro accommodate higher levels of service on the Purple Line, however we are concerned that it fails to acknowledge the growing demand for transit in the Arts District and the potential impacts this project will have on residential and commercial growth downtown. If Metro does not take a more holistic approach to planning in the Arts District, it could have a chilling effect on future development and job growth.

The Arts District is one of the most rapidly growing areas of Los Angeles, with over twenty development projects in the Arts District under construction, entitled or in the entitlement process, including 670 Mesquit, 6AM, Row DTLA, 520 Mateo Street, the Ford Motor Factory Building, 950 E. 3rd Street, At Mateo, and many others.

There are still many development opportunities in the Arts District and the inclusion of a Metro station at 6th Street will further incentivize commercial and residential growth, resulting in more good paying, local jobs in the construction trades for Angelenos. With the passage of Measure JJJ by LA voters last November, many of these new construction projects will be required to hire local workers and pay prevailing wage.

The Arts District's growth is now high-density commercial, retail and residential, replacing low density industrial and warehouse uses. Transit is needed to serve the increasing travel demand on limited roadways. A station would not just create construction jobs within the Arts District, but it would also serve as a means for Boyle Heights and other nearby residents to access jobs in other areas of Los Angeles.

Metro's plans to design storage and turnback tracks as an open-air facility create a significant barrier between the growing Downtown Arts District Community and the LA River. By not including a transit Station, the visual blight, noise, and impacts of storing train cars will be compounded in the Arts District and DTLA because of a lack of access to transit. It could require new development projects to build hundreds of new parking spaces and result in many more daily trips by car.

For these reason, we believe it is important that Metro staff include an Arts District Purple/Red line Station at 6th Street in its Short Range Transportation Plan (SRTP) and Long Range Transportation Plan (LRTP) and study a Station as environmental mitigation for the storage and turnback facility.

Thank you very much for your time and consideration.

Sincerely,



Jeff Modrzejewski
Executive Director
CREED LA

Appendix L.1.3
Other Public Comments

From: Sam Silverman
To: [Stacey Falcioni](#); [Chester Britt](#); [Jason Jackson](#)
Cc: [Cariapa, Namrata \(Namrata.Cariapa@icf.com\)](#); "Lisecki, Lee"; [Derek Hung](#)
Subject: FW: Division 20 Portal widening and new station
Date: Tuesday, October 24, 2017 10:55:31 AM
Importance: High

One more scoping comment - Sam

From: Dominguez, Andrina [<mailto:DominguezAn@metro.net>]
Sent: Tuesday, October 24, 2017 10:26 AM
To: Sam Silverman
Cc: Derek Hung; Cariapa, Namrata (Namrata.Cariapa@icf.com)
Subject: FW: Division 20 Portal widening and new station
Importance: High

Below please find a public comment on the NOP.

From: Liban, Emmanuel
Sent: Tuesday, October 24, 2017 10:17 AM
To: Dominguez, Andrina; Harrington, Christina; Cortez, Michael
Cc: Liban, Emmanuel
Subject: FW: Division 20 Portal widening and new station
Importance: High

FYI.
Thnx

—

Cris B. Liban, D.Env., P.E., ENV SP

Fellow, American Society of Civil Engineers

LA Metro

Executive Officer, Environmental Compliance and Sustainability

Program Management

213.922.2471 W

213.792.5777 C

metro.net | [facebook.com/losangelesmetro](https://www.facebook.com/losangelesmetro) | [@metrolosangeles](https://twitter.com/metrolosangeles)

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From: Alek [<mailto:alek3773@gmail.com>]
Sent: Tuesday, October 24, 2017 9:49 AM
To: Liban, Emmanuel
Subject: RE: Division 20 Portal widening and new station
Importance: High

Dear Metro:

Thank you for considering the project of improving the Division 20 portal turnback - including widening and the facility. Generally, I **support** the project, but only under one condition: the project **must include building a new passenger station** at/around the Arts District location / 6th Street.

It truly makes no sense to have No passenger service past Union Station despite numerous tracks south of the Union Station. Please realize: the housing south-east of the Union Station has substantially grown, including the large One Santa Fe mixed-use development. Therefore, reliable passenger subway service is a "Must".

I therefore strongly urge Metro to consider adding a passenger station in the Arts district, i.e. south / south-east of the Union Station, to meet increased demand and growing population in the area. This project will be critically important to the area.

Thank you for your time and consideration.

Sincerely,
- Alexander Friedman
(323) 465-8511

From: Dominguez, Andrina
To: [Sam Silverman](#); [Derek Hung](#); [Stacey Falcioni](#); [Chester Britt](#); [Jason Jackson](#)
Subject: Fwd: Division 20 Portal Widening and Turnback Facility Project
Date: Tuesday, November 21, 2017 11:16:53 AM

Andrina Dominguez, ENV SP
LA Metro
Environmental Specialist
Environmental Compliance and Sustainability
213.418.3245 W (Gateway Headquarters)
213.893.7189 W (Regional Connector IPMO)
213.864.3286 C
[metro.net](#) | [facebook.com/losangelesmetro](#) | @metrolosangeles
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From: Liban, Emmanuel
Sent: Sunday, November 19, 2017 10:27:58 AM
To: Dominguez, Andrina; Harrington, Christina
Cc: Liban, Emmanuel
Subject: Fw: Division 20 Portal Widening and Turnback Facility Project

fyi

Cris B. Liban, D.Env., P.E., ENV SP
Fellow, American Society of Civil Engineers
Executive Officer, Environmental Compliance and Sustainability
Program Management
213.922.2471 W
213.792.5777 C
[metro.net](#) | [facebook.com/losangelesmetro](#) | @metrolosangeles
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From: Alek <alek3000@sbcglobal.net>
Sent: Friday, November 17, 2017 10:47 AM
To: Liban, Emmanuel
Subject: RE: Division 20 Portal Widening and Turnback Facility Project

Dear Sir or Madam:

I generally support the Division 20 Portal Widening and Turnback Facility Project. However, as

mentioned earlier - this project should absolutely include the station at the Arts district.

Metro should understand this:

- Subway tracks are already there;
- Subway line is there;
- Electrical supply (for subway trains) is there;
- Customer demand is there;
- Housing (with large mixed-use developments) is there;
- The space for a future station is there.

Everything is already laid-out -- providing perfect conditions for a train station! Therefore, the cost to install a street-level subway platform should be minimal -- and is only a fraction, comparing to building a tunnel and/or laying new tracks. It doesn't need to be a sophisticated station (like "Universal City"). But an at-grade train station can be built at a very affordable price.

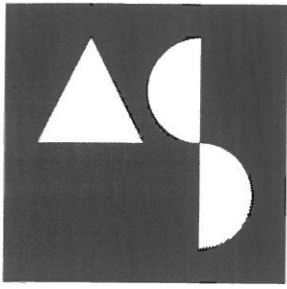
I am very disappointed that our new Metro CEO, Mr. Phil Washington, seems to lack proper vision for our train system -- and hence this is the real reason why he doesn't want to install a station there.

Once again, the Arts District station is "Must", to be included with this project.

Thank you.

~ Alexander Friedman

(323) 465-8511



ART SHARE

BOARD OF DIRECTORS

President – Kevin Rodin,
Community Development Consultant

Vice President – Dave Hunt, Owner
& President, DG Hunt & Associates,
LLC

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Pamela Ashlund, Director of
Accounting, Natural History Museum

Tanner Blackman, Kindel Gagan

Mona Lee, Administrator, Malman
Media

Daniel Lisi, Managing Director,
GameOver Inc.

Mark Walsh, Downtown Artists
Group

November 17, 2017

Cris B. Liban
Executive Officer, Environmental Compliance and Sustainability
Los Angeles County Metropolitan Transit Authority (Metro)
One Gateway Plaza
Los Angeles, CA 90012
Sent by e-mail

**RE: Division 20 Portal Widening and Turnback Facility Project – Support
for Arts District Station**

Dear Mr. Liban:

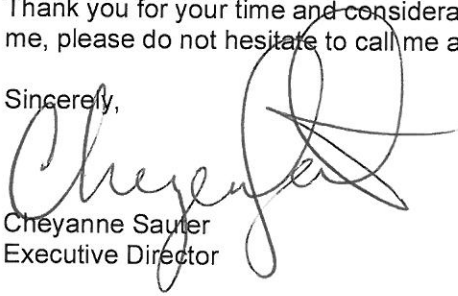
As Art Share L.A.'s Executive Director, I am writing on behalf of Fixing Angelenos Stuck in Traffic (FAST) and our coalition partners, I am writing to provide comments on the scope of the Draft EIR for the Division 20 Portal Widening and Turnback Facility Project. FAST is a public/private organization dedicated to designing and supporting the implementation of short-term strategies to reduce traffic congestion in Los Angeles by optimizing existing roadway and freeway infrastructure, promoting new technology and mobility options, and increasing public transit use in order to improve our quality of life.

FAST represents numerous individuals and organizations throughout the region which include hundreds of thousands of businesses, students and residents in Los Angeles County – all committed to addressing gridlock and improving our mobility options. FAST supported Measure M throughout the years of county-wide planning, and during the campaign in support of Measure M in the November 8th, 2016 election. A comprehensive, holistic mobility strategy is crucial for the Arts District.

FAST thanks Metro for extending the Division 20 "turn around" tracks beyond its current plan of One Santa Fe, farther south toward Seventh Street to accommodate a revenue station at Sixth Street. However, we feel that Metro should also identify an Arts District Station, just beyond the project's outline, as a future revenue station.

Thank you for your time and consideration. If you have any further questions of me, please do not hesitate to call me at (213) 687-4278.

Sincerely,


Cheyanne Sauter
Executive Director

From: Dominguez, Andrina
To: [Sam Silverman](#); [Stacey Falcioni](#)
Cc: [Derek Hung \(DHung@webtaha.com\)](#); [Chester Britt](#); [Jason Jackson](#)
Subject: FW: Art District Station
Date: Tuesday, November 14, 2017 9:45:25 AM

Good morning,

Below is an emailed comment from Beverly Christiansen, Senior Associate/Studio Director with TCA Architects.

Best,
Andrina

Andrina Dominguez, ENV SP

LA Metro

Environmental Specialist

Environmental Compliance & Sustainability Department

213.418.3245 W

213.893.7189 W

213.864.3286 C

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From: Liban, Emmanuel
Sent: Tuesday, November 14, 2017 9:13 AM
To: Harrington, Christina; Dominguez, Andrina
Cc: Liban, Emmanuel
Subject: Fwd: Art District Station

FYI. Similar to others.

—

Cris B. Liban, D.Env., P.E., ENV SP

Fellow, American Society of Civil Engineers

LA Metro

Executive Officer, Environmental Compliance and Sustainability

Program Management

[213.922.2471](#) W

[213.792.5777](#) C

[metro.net](#) | [facebook.com/losangelesmetro](#) | [@metrolosangeles](#)

Metro provides excellence in service and support.

Begin forwarded message:

From: Beverly Christiansen <bchristiansen@tca-arch.com>

Date: November 14, 2017 at 09:04:39 PST

To: "libane@metro.net" <libane@metro.net>

Subject: Art District Station

As we all know the Arts District is rapidly becoming a hub of retail, restaurant, creative office and residential activity. It is unimaginable that any plans for the future do not include a 6th street station to provide a critical connection between this vibrant area and the rest of the system. Right now we are stuck with driving and looking for parking or using a ride share – both of which clog the already busy streets with more cars. Please see below for more specifics.

Arts District Station

- The Arts District is a rapidly growing neighborhood that is poorly served by transit. To support its growth, a 6th Street Station is imperative.
- This area will become even more of a destination as the LA River Revitalization and 6th Street Bridge and PARC are developed, and as thousands of new homes and jobs arrive. We must provide better mobility options for getting to and from these sites.
- It will be harder to plan and build a station after the storage and turnback facility work is complete; the time is now.
- The Arts District Station will actually reduce environmental impacts caused by the expansion and construction of the turnbak and train storage facilities.
- **Recommendation: Include the 6th Street Arts District Station in Metro's Long Range Transportation Plan (LRTP) and include station design as part of the Division 20 work, not as a separate-but-related project.**

Connections between the Arts District and the River

- We understand the need for additional storage track because the Purple Line is being extended, but it can't be an eyesore -- an inaccessible open-air railyard. Los Angeles and the Arts District deserve better.
- Metro must prioritize preserving and improving connections between the Arts District and LA River, and making those connections attractive and safe places where people want to be.
- There are examples from across the U.S. and across the world of "decking" on top of rail facilities to build parks and open space, housing, cultural and entertainment venues, and offices.
- Covering the rail facilities can be an opportunity to create revenue, not just an additional cost.
- Now is the time to plan for these improvements rather than trying to retrofit them into place in the years or decades to come.

- Security concerns are not a valid argument against these improvements, just like they haven't been at other Metro sites or at similar sites around the world.
- **Recommendation:** Analyze options for covering the railyard with productive/active uses, including the potential for revenue generation. Focus on creating welcoming, safe, and convenient connections between Downtown and the LA River.

BEVERLY CHRISTIANSEN, AIA, LEED GA

SENIOR ASSOCIATE, STUDIO DIRECTOR

bchristiansen@tca-arch.com | TCA-arch.com | 213 553 1100

TCA ARCHITECTS

LOS ANGELES | IRVINE | OAKLAND

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November 9, 2017

Cris B. Liban
Executive Officer, Environmental Compliance and Sustainability
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: Division 20 Portal Widening and Turnback Facility Project & Arts District Station

Dear Mr. Liban,

Established in 1924, Central City Association (CCA) is committed to advancing policies that enhance Downtown Los Angeles' vibrancy and increase investment in the region. CCA represents more than 400 businesses, trade associations, and nonprofit organizations, and our members depend on a robust and reliable transportation network to effectively serve Downtown residents, workers, and visitors.

We believe that the Division 20 Portal Widening and Turnback Facility Project can significantly improve the transit experience in Downtown and beyond, but we have several concerns and recommendations we feel need to be more fully addressed before we can support Metro's proposal. We have outlined those concerns below, along with suggestions for how these issues might be resolved.

Arts District Red Line Station

Chief among our concerns is that there is still no explicit planning for an Arts District Red Line station at 6th Street, despite repeated requests from the Downtown community and guidance from the Metro Board to study this option.

Downtown represents just 1 percent of the city's land area but will accommodate 20 percent of its population growth through the year 2040, or approximately 125,000 new residents, along with 55,000 new jobs. Much of that growth will be located in and around the Arts District, where development opportunities are still abundant. Numerous other changes, most notably the revitalization of the LA River, reconstruction of the 6th Street Bridge, and the development of the 6th Street PARC will all create additional demand that cannot and will not be adequately served by personal automobiles—a river-adjacent heavy rail station must be a priority in order to serve these future users.

An Arts District Station will not only help mitigate the potential environmental impacts of these and many other projects, it will also support less car-dependent housing and commercial development in the

years to come. Failing to build this station will promote higher levels of parking construction, compounding the visual blight and decreased walkability created by an expanded rail yard.

We understand that Metro believes it must keep its planning for the Division 20 improvements separate from the Arts District Station, but we are deeply concerned that this is leading to a de-emphasis on the rail station component. This concern was reinforced at our October 12th Transportation, Infrastructure, and Environment Committee meeting, where the Arts District Station was not even mentioned as a part of the formal presentation. A 6th Street Station cannot become simply a “nice to have” amenity: It is an essential component of the vision for a walkable, accessible Downtown, and a connected Downtown is essential for a successful city and region.

To resolve this, CCA believes that Metro must include the Arts District 6th Street Station in the next draft of its Long Range Transportation Plan, and should more explicitly incorporate station design into its portal widening and turnback facility planning.

Connections between the Arts District and the LA River

We are also very concerned with Metro’s plans to design storage and turnback tracks as an open-air facility, creating a harsh and uninviting barrier between the Arts District and the LA River. Between the 101 Freeway and 4th Street, this barrier would stretch between 500 and 1,000 feet for nearly a full mile. This is not a design choice worthy of a 21st century global city, nor is it aligned with the goals of creating an accessible, beautiful, and welcoming LA River.

The portal widening and turnback facility planning, as well as Arts District Station planning, should include a detailed analysis of opportunities for decking and development above the proposed track locations, and other opportunities for improving accessibility between the neighborhood and the river. This might include parks and open space, transportation connections, housing, commercial development, or cultural and educational institutions, among other possible uses.

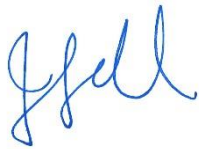
This analysis should include not just the costs of such development, but also potential revenues. The Hudson Yards development in New York and Millennium Park in Chicago are both examples of world-class design replacing railyard blight, bringing incredible economic success in their wake. Metro will benefit from designing to accommodate these uses now, rather than trying to retrofit facilities in the years to come at much greater cost and risk of service disruption.

Metro has raised homeland security concerns as a potential obstacle to the development of parks, housing, or other uses above railway tracks, but we strongly believe that this is not a valid excuse for moving forward with an unwelcoming design. There is nothing unique about this site that would attract disproportionate attention compared to other Metro sites, and Metro itself has successfully argued against similar concerns raised by the Beverly Hills Unified School District lawsuit of the Purple Line. Examples in other cities confirm this, and it is not the desire of CCA or Metro riders that we should adopt customer-unfriendly security policies that mirror the TSA experience at our nation’s airports.

Conclusion

By explicitly incorporating the Arts District Red Line Station and planning for welcoming, walkable connections between the Arts District and the LA River, Metro can reduce environmental and quality of life impacts while improving accessibility for residents, workers, and visitors to the area. We believe these changes are essential to delivering the world-class facilities that Los Angeles deserves, and that they appropriately recognize the unprecedented investment occurring in and along the LA River. We hope that you will be able to adopt these revisions and we look forward to working with Metro to advance this important regional project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'J Lall', is positioned below the word 'Sincerely,'.

Jessica Lall
President & CEO, Central City Association of Los Angeles



November 17, 2017

Cris B. Liban
Executive Officer, Environmental Compliance and Sustainability
Los Angeles County Metropolitan Transit Authority (Metro)
One Gateway Plaza
Los Angeles, CA 90012
Sent by e-mail

RE: Division 20 Portal Widening and Turnback Facility Project – Support for Arts District Station

Dear Mr. Liban:

As FAST's Executive Director, I am writing on behalf of Fixing Angelenos Stuck in Traffic (FAST) and our coalition partners, I am writing to provide comments on the scope of the Draft EIR for the Division 20 Portal Widening and Turnback Facility Project.

FAST is a public/private organization dedicated to designing and supporting the implementation of short-term strategies to reduce traffic congestion in Los Angeles by optimizing existing roadway and freeway infrastructure, promoting new technology and mobility options, and increasing public transit use in order to improve our quality of life. FAST represents numerous individuals and organizations throughout the region which include hundreds of thousands of businesses, students and residents in Los Angeles County – all committed to addressing gridlock and improving our mobility options. FAST supported Measure M throughout the years of county-wide planning, and during the campaign in support of Measure M in the November 8th, 2016 election.

A comprehensive, holistic mobility strategy is crucial for the Arts District. FAST thanks Metro for extending the Division 20 "turn around" tracks beyond its current plan of One Santa Fe, farther south toward Seventh Street to accommodate a revenue station at Sixth Street. However, we feel that Metro should also identify the Arts District/Sixth Street Station, just beyond the project's outline, as a future revenue station for the following reasons:

- 1. Measure M voters supported a Holistic Mobility Vision for LA County, and Ridership on the Arts District Station will reduce traffic to and from Downtown LA.** Voters supported Measure M to fund comprehensive, multi-modal mobility, emphasizing first/last mile strategies in order to reduce our current gridlock, protect our environment and improve goods movement. Numerous stakeholders advocated for a Sixth Street station as part of our Measure M advocacy. An Arts District Station will reduce traffic by reducing the need to travel by car to Downtown LA.

FAST - Fixing Angelenos Stuck in Traffic

445 South Figueroa Street, Suite 2290. Los Angeles, CA 90071
213.233.2542 . Cellular 213.448.2900 . www.FASTLA.org

2. An Arts District station at Sixth Street is good for transit-focused residential and commercial growth. To meet the region’s demand for new housing and jobs in the most environmentally sustainable manner, the ideal growth pattern for Los Angeles County is one where higher density development is built within existing developed areas – infill development -- in conjunction with transit, in order to reduce dependence on less efficient travel modes such as use of single occupant vehicles (SOV) and increase opportunities to travel by train, bicycle, bus, and on foot.

Metro Board Chairman and Los Angeles Mayor Eric Garcetti set a goal of locating 275,000 units within a quarter mile of a transit station over the next two decades. The Arts District is one of the few places where such visionary (and necessary) density can be achieved. This area is also a prime location for new technology innovation zones in the Arts District and Boyle Heights, with residential micro-units needed to inter-connect people within this new economy. An Arts District station at the heart of this area would mean that new development could be people-focused, and allow people from all over the region to participate in this new economy without using a car.

3. The Arts District’s growth is now high-density commercial, retail and residential, replacing low density industrial and warehouse uses. Transit is needed to serve the increasing travel demand on limited roadways. The Arts District is one of the most rapidly growing areas of Los Angeles, with over twenty development projects in the Arts District under construction, entitled or in the entitlement process, including 670 Mesquit, 6AM, Row DTLA, 520 Mateo Street, the Ford Motor Factory Building, 950 E. 3rd Street, At Mateo, and many others. Beyond new construction, due to pressure for new development to occur outside of single family residential areas, new commercial, residential and retail uses have been adaptively reusing warehouse and industrial structures for years, creating a high demand for new transit. There is no other area in the city that would be as ideal a Transit Oriented Community (TOC) as the Arts District.

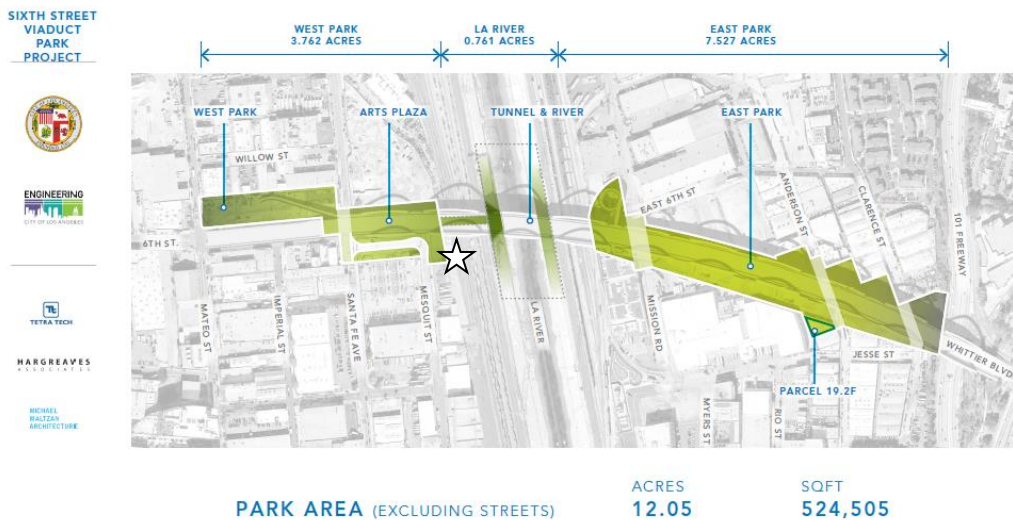
4. An Arts District station at Sixth Street would be an asset to the entire Metro system, connecting residents and tourists to cultural amenities throughout the region. When the Purple Line is complete, a new station at Sixth Street would connect the Arts District with a one-seat ride to UCLA, the Museum District in mid-Wilshire, the Civic Center/Music Center/Grand Park, the Italian American Museum and LA Plaza Latino American Museum at Olvera Street and DTLA. When the Regional Connector is complete, travelers could also go by rail from the Arts District to the Music Center, Broad Museum, Colburn School, USC, and the Exposition Park Museum District of the California African-American Museum, the Museum of Natural History and the California Science Center.

5. An Arts District station at Sixth Street would contribute to Measure M by generating sales tax receipts from the significant levels of new tourism to DTLA, Arts District and future Olympics.



6. **A new station at Sixth Street would connect over \$1 billion in infrastructure investments in first/last mile travel.** The proposed location for a Sixth Street station would connect: a) the \$482 million Sixth Street Viaduct Replacement Project, linking Boyle Heights and the Arts District with new vehicle, bicycle and pedestrian lanes; b) the nearly \$500M in Measure M funds for the LA River Bikeway and in-channel bike lanes; c) \$15 million in Active Transportation Program (ATP) grants for new bikeways and crosswalks in the Arts District; d) Metro’s Bike Share program; a new Los Angeles DASH bus route; and new micro-transit serving DTLA.

7. **An Arts District Station at Sixth Street would connect to the LA River and bikeway and the new 12-acre Sixth Street Viaduct Park, providing zero-emission travel to new nature and park spaces which will be regional and international destinations.**



8. **A new Arts District station at Sixth Street is cost-efficient.** The Red/Purple Line tracks currently exist, and the current Division 20 plan shows that trains can easily reach the proposed location of the station. Initial studies conducted by Metro put the cost of a new revenue station at \$90 million. Even if the estimate for costs to build this station in 2018 increases, it is clear that this station will be used by thousands of people every day, and the dollars generated by sales tax and transit ridership will be a net gain for Metro.

For these reasons, we urge that the Metro Board urge Metro’s staff to include the Arts District/Sixth Street Station in the Short Range Transportation Plan (SRTP), the Long Range Transportation Plan (LRTP) and as a potential mitigation measure in the Division 20 EIR process.



Thank you very much for your time and consideration. If you have any further questions of me, please do not hesitate to call me at (213) 448-2900.

Sincerely,



Hilary Norton
FAST Executive Director

CC: Metro Board Members
Councilman Jose Huizar, CD14





November 16, 2017

Cris B. Liban
Executive Officer, Environmental Compliance and Sustainability
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: Division 20 Portal Widening and Turnback Facility Project and Arts District Station Study

Dear Mr. Liban,

I am writing to you on behalf of Green Commuter, a company based in the downtown LA Arts District, to provide comments on the scope of the Draft EIR for its Division 20 Portal Widening and Turnback Facility Project.

Green Commuter, a minority-woman-owned Benefit Corporation with operations in Los Angeles and Chattanooga, has developed an innovative system that utilizes a fleet of 100% zero-emission vehicles to provide a combined service of vanpool, car sharing and/or fleet replacement to maximize efficiency, decrease the cost of commuting and increase mobility. Our company's transportation innovation leverages electric vehicles by maximizing use among different users. Once a vanpool has reached its scheduled destination, other members can book the same EV for short trips or weekend rentals. This solution supports the behavior change necessary that in turn creates numerous co-benefits for the greater community.

We believe comprehensive, holistic mobility strategy is crucial for the Arts District. While we understand this project will play an important role in helping Metro accommodate increased service on the Red/Purple Lines, we are concerned that it fails to acknowledge the impacts to the surrounding community and the growing need for public transportation in the Arts District.

We believe it is important that Metro staff include an Arts District Purple/Red line Station at 6th Street in its Short-range and Long-range Transportation Plans and also commit to studying a Station as environmental mitigation for the storage and turnback facility.

Our major concerns, along with recommendations for how these issues may be mitigated, are:

1. Growing need for transit

The Arts District is one of the most rapidly growing areas of Los Angeles, with over twenty development projects under construction, entitled or in the entitlement process. A Metro Red/Purple Line station at 6th Street is essential to connect this growing community to the regional transportation system.

2. Environmental concerns

Metro's plans to design storage and turnback tracks as an open-air facility create a significant barrier between the downtown Arts District community and the LA River. By not including a transit station, the visual blight, noise, and impacts of storing train cars will be compounded in the Arts District and DTLA because of a lack of access to transit. It could require new development projects to build hundreds of new parking spaces and result in many more daily trips by car.

3. Active transportation



A zero emission vehicle vanpool
and car sharing company.

The new Sixth Street Bridge will have separate bicycle and pedestrian lanes and SCAG has just funded millions of dollars in new bike lanes, sidewalks and crosswalks in the area. It is the ideal time to create a transit station connecting these projects and incentivizing travelers to arrive in the Arts District as pedestrians and cyclists.

4. Smart Growth

To meet the region's demand for new housing and jobs in the most environmentally sustainable manner, the ideal growth pattern for Los Angeles County is one where higher density development is built within existing developed areas – infill development -- in conjunction with transit, to reduce dependence on less efficient travel modes such as use of SOVs and increase opportunities to travel by train, bicycle, bus, and on foot.

5. Good Transportation Planning

A new Arts District station at Sixth Street is cost efficient. The Red/Purple Line tracks currently exist and studies conducted by Metro put the cost of a new revenue station at \$90 million.

We thank you in advance for your consideration of our input.

Sincerely,

Gustavo Occhiuzzo
CEO

COMMENTS ON SCOPING-DIVISION 20 PORTAL WIDENING PROJECT
By James M. Okazaki

Following are the comments on the Scoping for the Division 20 Project. Generally speaking the impact to Little Tokyo is minimal, compared to the proposed Santa Ana Branch (WSAB) Transit Corridor Project. However, keeping in mind that in order to minimize the WSAB Project impact, the Little Tokyo community is suggesting to Metro that its alignment be constructed on the east side of Center St., as stated in the attached COMMENTS ON SCOPING-WSAB TRASIT CORRIDOR.

Given that the Division 20 Project is already proposing to buy properties on the east side of Center St./Santa Fe St. between Commercial St. and 3rd St. in order to shift and expand the Storage Tacks to the west, the Little Tokyo community is requesting that Metro coordinate with the WSAB Project in order to have the subway portal pop-up within the Metro ROW north of Temple St. on the east side of Center St. (and not preclude this Option). That way, there will not be any traffic impact on Vignes St. or Center St., as stated in the attached WSAB COMMENTS.

The Portal widening of the RED/PURPLE LINE near Commercial St. should also not preclude the aerial structure foundations for the WSAB alignment to be placed on the east side of Center St. at the Viertel's Tow Yard site.

There was an interest expressed at the Scoping Meeting in Little Tokyo in including a new Metro Rail Station near 6th St. at the south end of the Division 20 Yard, and having it studied as part of Division 20 Scope of Work. Little Tokyo community supports that effort to include the new Station as part of this Project, rather than having a separate Study later on.

Attachment

From: Dominguez, Andrina
To: [Sam Silverman](#); [Stacey Falcioni](#)
Cc: [Derek Hung \(DHung@webtaha.com\)](#); [Chester Britt](#); [Jason Jackson](#)
Subject: FW: Division 20 Portal Widening and Turnback Facility
Date: Tuesday, November 14, 2017 8:45:03 AM

Good morning,

Below is an emailed comment from Joanne Kumamoto.

Best,
Andrina

From: Liban, Emmanuel
Sent: Tuesday, November 14, 2017 6:01 AM
To: Dominguez, Andrina; Harrington, Christina
Cc: Liban, Emmanuel
Subject: Fwd: Division 20 Portal Widening and Turnback Facility

FYI

—

Cris B. Liban, D.Env., P.E., ENV SP
Fellow, American Society of Civil Engineers
LA Metro
Executive Officer, Environmental Compliance and Sustainability
Program Management
[213.922.2471](tel:213.922.2471) W
[213.792.5777](tel:213.792.5777) C
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Metro provides excellence in service and support.

Begin forwarded message:

From: Joanne <jkumamoto@aol.com>
Date: November 14, 2017 at 00:08:47 PST
To: libane@metro.net
Cc: <ellenendo@yahoo.com>, <akumamoto@aol.com>
Subject: **Division 20 Portal Widening and Turnback Facility**

What would be the Division 20 Portal Widening and Turnback Facility health impact to the community?

Sent from my iPhone 6s Plus

From: Dominguez, Andrina
To: [Sam Silverman](#); [Stacey Falcioni](#)
Cc: [Derek Hung \(DHung@webtaha.com\)](#); [Chester Britt](#); [Jason Jackson](#)
Subject: FW: Division 20 Portal Widening and Turnback Facility Project & Arts District Station
Date: Tuesday, November 14, 2017 8:44:27 AM
Attachments: [image001.png](#)

Good morning,

Below is an emailed comment from Andrea Knowles, Dual General Manager, Los Angeles L.A. Live Courtyard & Residence Inn.

Best,
Andrina

From: Liban, Emmanuel
Sent: Tuesday, November 14, 2017 6:04 AM
To: Dominguez, Andrina; Harrington, Christina
Cc: Liban, Emmanuel
Subject: Fwd: Division 20 Portal Widening and Turnback Facility Project & Arts District Station

FYI.

—

Cris B. Liban, D.Env., P.E., ENV SP

Fellow, American Society of Civil Engineers

LA Metro

Executive Officer, Environmental Compliance and Sustainability
Program Management

[213.922.2471](tel:213.922.2471) W

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metro.net | [facebook.com/losangelesmetro](https://www.facebook.com/losangelesmetro) | @metrolosangeles

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Begin forwarded message:

From: "Knowles, Andrea" <Andrea.Knowles@marriott.com>
Date: November 13, 2017 at 15:31:51 PST
To: "libane@metro.net" <libane@metro.net>
Subject: **Division 20 Portal Widening and Turnback Facility Project & Arts District Station**

Dear Mr. Liban,

I'd like to voice my support of the following letter. I appreciate your consideration.

November 9, 2017 Cris B. Liban
Executive Officer, Environmental Compliance and Sustainability
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: Division 20 Portal Widening and Turnback Facility Project & Arts District Station

Dear Mr. Liban,

Established in 1924, Central City Association (CCA) is committed to advancing policies that enhance Downtown Los Angeles' vibrancy and increase investment in the region. CCA represents more than 400 businesses, trade associations, and nonprofit organizations, and our members depend on a robust and reliable transportation network to effectively serve Downtown residents, workers, and visitors.

We believe that the Division 20 Portal Widening and Turnback Facility Project can significantly improve the transit experience in Downtown and beyond, but we have several concerns and recommendations we feel need to be more fully addressed before we can support Metro's proposal. We have outlined those concerns below, along with suggestions for how these issues might be resolved.

Arts District Red Line Station

Chief among our concerns is that there is still no explicit planning for an Arts District Red Line station at 6th Street, despite repeated requests from the Downtown community and guidance from the Metro Board to study this option.

Downtown represents just 1 percent of the city's land area but will accommodate 20 percent of its population growth through the year 2040, or approximately 125,000 new residents, along with 55,000 new jobs. Much of that growth will be located in and around the Arts District, where development opportunities are still abundant. Numerous other changes, most notably the revitalization of the LA River, reconstruction of the 6th Street Bridge, and the development of the 6th Street PARC will all create additional demand that cannot and will not be adequately served by personal automobiles—a river-adjacent heavy rail station must be a priority in order to serve these future users.

An Arts District Station will not only help mitigate the potential environmental impacts of these and many other projects, it will also support less car-dependent housing and commercial development in the

years to come. Failing to build this station will promote higher levels of parking construction, compounding the visual blight and decreased walkability created by an expanded rail yard. We understand that Metro believes it must keep its planning for the Division 20 improvements separate from the Arts District Station, but we are deeply concerned that this is leading to a de-emphasis on the rail station component. This concern was reinforced at our October 12th Transportation, Infrastructure, and Environment Committee meeting, where the Arts District Station was not even mentioned as a part of the formal presentation. A 6th Street Station cannot become simply a “nice to have” amenity: It is an essential component of the vision for a walkable, accessible Downtown, and a connected Downtown is essential for a successful city and region.

To resolve this, CCA believes that Metro must include the Arts District 6th Street Station in the next draft of its Long Range Transportation Plan, and should more explicitly incorporate station design into its portal widening and turnback facility planning.

Connections between the Arts District and the LA River

We are also very concerned with Metro’s plans to design storage and turnback tracks as an open-air facility, creating a harsh and uninviting barrier between the Arts District and the LA River. Between the 101 Freeway and 4th Street, this barrier would stretch between 500 and 1,000 feet for nearly a full mile. This is not a design choice worthy of a 21st century global city, nor is it aligned with the goals of creating an accessible, beautiful, and welcoming LA River. The portal widening and turnback facility planning, as well as Arts District Station planning, should include a detailed analysis of opportunities for decking and development above the proposed track locations, and other opportunities for improving accessibility between the neighborhood and the river. This might include parks and open space, transportation connections, housing, commercial development, or cultural and educational institutions, among other possible uses.

This analysis should include not just the costs of such development, but also potential revenues. The Hudson Yards development in New York and Millennium Park in Chicago are both examples of world-class design replacing railyard blight, bringing incredible economic success in their wake. Metro will benefit from designing to accommodate these uses now, rather than trying to retrofit facilities in the years to come at much greater cost and risk of service disruption.

Metro has raised homeland security concerns as a potential obstacle to the development of parks, housing, or other uses above railway tracks, but we strongly believe that this is not a valid excuse for moving forward with an unwelcoming design. There is nothing unique about this site that would attract disproportionate attention compared to other Metro sites, and Metro itself has successfully argued against similar concerns raised by the Beverly Hills Unified School District lawsuit of the Purple Line. Examples in other cities confirm this, and it is not the desire of CCA or Metro riders that we should adopt customer-unfriendly security policies that mirror the TSA experience at our nation’s airports.

Conclusion

By explicitly incorporating the Arts District Red Line Station and planning for welcoming, walkable connections between the Arts District and the LA River, Metro can reduce environmental and quality of life impacts while improving accessibility for residents, workers, and visitors to the area. We believe these changes are essential to delivering the world-class facilities that Los Angeles deserves, and that they appropriately recognize the unprecedented investment occurring in and along the LA River. We hope that you will be able to adopt these revisions and we look forward to working with Metro to advance this important regional project.

Sincerely,

Jessica Lall

President & CEO, Central City Association of Los Angeles

Andrea Knowles

Dual General Manager

T 213.254-4971 | M 213-222-5365

andrea.knowles@marriott.com

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Los Angeles, CA 90015

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November 16, 2017

Cris B. Liban, Executive Officer, Environmental Compliance and Sustainability
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-16-9
Los Angeles, CA 90012

Re: Comments on Division 20 Portal Widening and Turnback Facility Project, Scoping comments request Arts District/Sixth Street Station

We are writing on behalf of the Los Angeles County Business Federation (BizFed) to reiterate our support for the construction of a new Arts District/Sixth Street station, and to urge Metro to move forward with the portal widening for Division 20. BizFed is a grassroots alliance of more than 160 top business groups representing 325,000 employers with 3 million employees and their families throughout Los Angeles County. For years, we have been a strong partner with Metro on Measure R (2008), Measure J (2012) and Measure M (2016).

BizFed has been on record multiple times urging Metro to study additional options for turn-back facilities to accommodate an Arts District/Sixth Street Station. Though we are pleased to see the progress made in a new turnback design that would link more clearly, we are still disappointed that there is nothing definitive from Metro committing to a physical passenger station.

With the upcoming Short Range & Long Range Transportation Plans coupled with the work that has progressed on Enhanced Infrastructure Financing Districts, the window of opportunity is here for Metro to make that commitment in order to leverage the private sector in the district to fund this station as coupling of the new development that is taking place in the area. An Arts District/Sixth Street station will enable the community to build more affordable housing stock by reducing the parking footprint needed for new housing development and transform this post-industrial location into one of the premiere transit-oriented communities in the region if a station is located at the Sixth Street Bridge area. Appropriate linkages with pedestrians, cyclists and bus riders will transform the Arts District/Sixth Station as a holistic transportation gateway to East Los Angeles and regionally with the rest of the Metro system coupling all great investments Metro will make under Measure M.

BizFed looks forward to continuing to work with Metro to ensure that an Arts District/Sixth Street Station, supported by many stakeholders, is included as part of the Metro Purple Line completion and for consideration in the upcoming

- BizFed's Member Alliance**
- AIA - Los Angeles
 - Alhambra Chamber
 - American Beverage Association
 - American Hotel & Lodging Association
 - Antelope Valley Board of Trade
 - Apartment Association, California Southern Cities
 - Apartment Association of Greater Los Angeles
 - Arcadia Association of Realtors
 - Asian American Business Women Association
 - Asian Business Association
 - Association of Independent Commercial Producers
 - Azusa Chamber
 - Beverly Hills Chamber
 - Beverly Hills / Greater LA Association of Realtors
 - BNASCCESS
 - Burbank Association of Realtors
 - Building Industry Association, LA / Ventura Counties
 - Building Owners & Managers Association, Greater LA
 - Business & Industry Council for Emergency Planning & Preparedness
 - CalAsian Chamber
 - California Apartment Association, Los Angeles
 - California Asphalt Pavement Association
 - California Business Roundtable
 - California Cannabis Industry Association
 - California Construction Industry and Materials Association
 - California Contract Cities Association
 - California Employers Association
 - California Fashion Association
 - California Grocers Association
 - California Hotel & Lodging Association
 - California Independent Oil Marketers
 - California Independent Petroleum Association
 - California Life Sciences Association
 - California Metals Coalition
 - California Restaurant Association
 - California Small Business Alliance
 - California Sporting League
 - California Trucking Association
 - CALInnovates
 - Carson Chamber of Commerce
 - Carson Dominguez Employers Alliance
 - CDC Small Business Finance
 - Central City Association
 - Cerritos Chamber
 - Citrus Valley Association of Realtors
 - Construction Industry Air and Water Quality Coalitions
 - Consumer Healthcare Products Association
 - Council on Trade and Investment for Filipino Americans
 - Culver City Chamber
 - Downtown Long Beach Alliance
 - Downey Association of Realtors
 - El Monte/South El Monte Chamber
 - Employers Group
 - Engineering Contractor's Association
 - F.A.S.T.-Fixing Angelinos Stuck In Traffic
 - FilmLA
 - Foreign Trade Association
 - FuturePorts
 - Gateway to LA
 - Glendale Association of Realtors
 - Glendale Chamber
 - Glendora Chamber
 - Greater Antelope Valley AOR
 - Greater Lakewood Chamber
 - Greater Los Angeles African American Chamber
 - Greater Los Angeles New Car Dealers Association
 - Harbor Association of Industry and Commerce
 - Harbor Trucking Association
 - Hollywood Chamber
 - Hospital Association of Southern California
 - Hotel Association of Los Angeles
 - Industry Manufacturers Council
 - International Warehouse Logistics Association
 - Inglewood Airport Area Chamber
 - Investing in Place
 - Irwindale Chamber
 - Japan Business Association of Southern California
 - LA Canada Filmridge Chamber
 - LA Media Lab
 - LAX Coastal Area Chamber
 - Leadership for Urban Renewal Network
 - League of California Cities
 - Local Search Association
 - Long Beach Area Chamber
 - Los Angeles Area Chamber
 - Los Angeles Black MEA Association
 - Los Angeles Cleantech Incubator
 - Los Angeles County Bicycle Coalition
 - Los Angeles County Boards of Real Estate
 - Los Angeles County Consumer Affairs
 - Los Angeles County Waste Management Association
 - Los Angeles Gateway Chamber of Commerce
 - Los Angeles Latino Chamber
 - Los Angeles Parking Association
 - Los Angeles Urban League
 - Maple Business Council
 - Motion Picture Association of America
 - MoveLA
 - NAIFA - DC
 - NAIOP Southern California Chapter
 - National Association of Tobacco Outlets
 - National Association of Women Business Owners
 - National Association of Women Business Owners, LA
 - National Hispanic Medical Association
 - Pacific Merchant Shipping Association
 - Pacific Palisades Chamber
 - Panorama City Chamber
 - Pasadena Chamber
 - Pasadena-Foothills Association of Realtors
 - PHRMA
 - Planned Parenthood Southern California Affiliates
 - Pomona Chamber
 - Rancho Southeast Association of Realtors
 - Recording Industry Association of America
 - Regional Black - San Fernando Valley Chamber
 - Regional San Gabriel Valley Chamber
 - Rosemead Chamber
 - Rotary Club of Los Angeles
 - San Gabriel Chamber
 - San Gabriel Valley Civic Alliance
 - San Gabriel Valley Economic Partnership
 - Santa Clarita Valley Chamber
 - Santa Clarita Valley Economic Development Corp.
 - San Pedro Peninsula Chamber
 - Santa Monica Chamber
 - Santa Monica Luner Chamber
 - SCALE LA
 - South Bay Association of Chambers
 - South Bay Association of Realtors
 - Southern California Contractors Association
 - Southern California Golf Association
 - Southern California Grantmakers
 - Southern California Minority Supplier Development Council Inc.
 - Southern California Water Committee
 - Southland Regional Association of Realtors
 - Torrance Area Chamber
 - Towns Hall Los Angeles
 - Tri-Counties Association of Realtors
 - United Chambers San Fernando Valley
 - United States-Mexico Chamber
 - Unmanned Autonomous Vehicle Systems Association
 - Valley Economic Alliance
 - Valley Economic Development Corp.
 - Valley Industry & Commerce Association
 - Vernon Chamber
 - Vietnamese American Chamber
 - Warner Center Association
 - West Hollywood Chamber
 - West Los Angeles Chamber
 - West San Gabriel Valley Association
 - West Valley/Warner Center Chamber
 - Western Manufactured Housing Association
 - Western States Petroleum Association
 - Westside Council of Chambers
 - Westwood Village Rotary Club
 - Wilmington Chamber
 - World Trade Center
 - Young Professionals in Energy - LA Chapter

Long Range Transportation Plan in order to successfully leverage and partner with private funding sources. Thank you for allowing our input on this matter. Should you have any questions, please contact Jerard Wright, BizFed Policy Manager, at (323) 919-9424.

Sincerely,



Mike Lewis
BizFed Chair
Senior VP,
Construction Industry
Water/Air Quality Coalitions



David Fleming
BizFed Founding Chair



Tracy Hernandez
BizFed Founding CEO
Impower, Inc.

CC: Metro Board of Directors
Metro CEO, Phil Washington



LOS ANGELES AREA
CHAMBER OF COMMERCE

November 16, 2017

Cris B. Liban
Executive Officer, Environmental Compliance and Sustainability
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012

RE: Division 20 Portal Widening and Turnback Facility Project & Arts District Station

Dear Mr. Liban:

On behalf of the Los Angeles Area Chamber of Commerce, our 1,650 members and the more than 650,000 people they employ throughout the region, I am writing to provide comments on the scope of the Draft EIR for the Division 20 Portal Widening and Turnback Facility Project.

We believe it is important that the Metro staff include an Arts District Purple/Red line station at 6th Street in its Short Range Transportation Plan (SRTP) and Long Range Transportation Plan (LRTP) and study a Station as environmental mitigation for the storage and turnback facility. The Arts District is one of the most rapidly growing areas of Los Angeles. There are currently over twenty development projects under construction in the Arts District, it is excellent example of the city's commitment to in-fill development. Concentrated development activity in the area highlights the importance of studying a transit station for the Purple and Red Lines at 6th Street in the Arts District.

Including a study of a Station as part of the draft EIR will better demonstrate the ability for housing and transit to be delivered in concert with one another to reduce reliance on single occupancy vehicles and increase transportation choice. It will provide future residents with better access to transit, bike and pedestrian-friendly environments to commute to jobs and entertainment options. Given Mayor Garcetti's goal to locate 275,000 housing units within a quarter mile of a transit stop in the next two decades, it would be a missed opportunity if a station at 6th Street in the Arts District was not included in the study. In addition to Downtown LA and Arts District being one of the fastest growing areas in Los Angeles, it is also where Angelenos envision new housing development that would be at the necessary scale to meet the Mayor's housing goals.

Thank you for your consideration of our comments. Should you have any questions, please contact Kendal Asuncion at kasuncion@lachamber.com or (213) 580-7518.

Sincerely,

Gary Toebben
President & CEO

LPlus

inspire & advance LA's positive urban* future

November 8, 2017

Cris B. Liban

Executive Officer, Environmental Compliance and Sustainability Los Angeles County
Metropolitan Transportation Authority One Gateway Plaza
Los Angeles, CA 90012

Re: Division 20 Portal Widening and Turnback Facility Project & Arts District Station

Dear Mr. Liban,

I am writing to you on behalf of LPlus to provide comments on the scope of the Draft EIR for its Division 20 Portal Widening and Turnback Facility Project.

LPlus advances and inspires Los Angeles's positive urban future. We focus on good land use policies and plans that can help the region. We support transit expansion and the synergies between transit and residential and commercial development.

We urge Metro to take this project as an opportunity to accelerate planning for an Arts District Purple/Red line Station at 6th Street in its Short Range Transportation Plan (SRTP) and Long Range Transportation Plan (LRTP). Metro study a Station at this location as environmental mitigation for the storage and turnback facility.

The Arts District is one of the most rapidly growing areas of Los Angeles, with over twenty development projects in the Arts District under construction, entitled or in the entitlement process, including 670 Mesquit, 6AM, Row DTLA, 520 Mateo Street, the Ford Motor Factory Building, 950 E. 3rd Street, At Mateo, and many others. A Metro Red/Purple Line station at 6th Street is essential to connect this growing community to the regional transportation system through Union Station and to advance Metro's goals for transit oriented communities.

If these residents and businesses are not connected to Metro rail, there are likely to be more vehicle trips, air pollution and greenhouse gas emissions. Without a station, it will also be harder for policy makers to justify lowering parking requirements and for developers to include less parking in new project, leading to wasted space, a less walkable community, and more expensive rents.

Linking planning for a new station in the Arts District to planning and mitigation of the portal widening and turn back project is also a chance for Metro to be proactive and nimble in advancing its goals of promoting sustainability and increasing ridership. A new Arts District station at Sixth Street would cost-efficient. The Red/Purple Line tracks currently exist, and studies conducted by Metro put the cost of a new revenue station at \$90 million.

Thanks for considering our views. We look forward to the continued expansion and greening of Metro.

A handwritten signature in black ink, consisting of a series of connected loops and a long horizontal tail.

Mark Vallianatos
Director, LPlus



Little Tokyo Community Council
106 ½ Judge John Aiso Street, Suite 172
Los Angeles, CA 90012
213.293.5822 | info@littletokyo.org

November 17th, 2017

Cris B. Liban, Executive Officer, Environmental Compliance and Sustainability
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-16-9
Los Angeles, CA 90012

RE: Division 20 Portal Widening and Turnback Facility Notice of Preparation Public Comment

Dear Cris B. Liban,

We are writing on behalf of the Little Tokyo Community Council in regards to the Notice of Preparation for the Division 20 Portal Widening and Turnback Facility. The Little Tokyo Community Council is the 501(c)(3) community coalition of businesses, residents, cultural, community, and religious institutions, and other vested stakeholders in the Little Tokyo community. Although this project is not located within the core of the Little Tokyo neighborhood, it is very close and in some cases adjacent to historic, legacy institutions that have been part of the Little Tokyo community for generations.

We have concerns regarding the potential impact or interference with the West Santa Ana Branch alternative route LTCC proposed in its comment letter earlier this year regarding the use of Center Street instead of Vignes to avoid negative impact on traffic and construction nuisances to nearby cultural institutions and legacy businesses namely Upper Crust (411 Center Street), Fukui Mortuary (707 East Temple Street), and Nishi Hongwanji Buddhist Temple (815 East 1st street).

More information regarding the proposed expansion of footprint of the storage tracks are needed. For example, will the proposed storage tracks require any narrowing of streets or sidewalks? We are concerned that the proposed storage tracks particularly near Jackson Street could negatively impact a long time family owned business (Upper Crust). We would prefer for the development to be limited to the property parcel lines to minimize the traffic impact to nearby establishments.

We ask that the EIR include information regarding future West Santa Ana Branch, California High Speed Rail and the Metro ESOS project (and any other relevant projects in the vicinity) in the cumulative impacts analysis in areas not limited to aesthetics, cultural resources, land use and planning, noise, green house gas emissions, and transportation/traffic. We want to ensure that all environmental impacts, especially traffic, noise, and cultural resources are mitigated thoroughly and damage is minimized. Little Tokyo has been enduring the impacts of multiple major projects over the last 4 years and will continue to see large public and private developments in the following years.

More specifically regarding green house gas emissions, we support a haul route proposal, further down the line when construction plans begin, to avoid Jackson Street, Temple Street, and 1st as much as possible to minimize the negative impact to our long time family businesses and establishments. Additionally, the daily access of delivery and pick up on Upper Crust's property by large freight trucks is needed for their business viability. We therefore ask that Metro avoid street closures on Center Street and Ducommon Street.

The Little Tokyo Community Council is a nonprofit 501(c)(3) community coalition representing the interests of Little Tokyo, with membership from businesses, residents, community organizations, religious institutions, and other vested stakeholders in the Little Tokyo community.



Little Tokyo Community Council
106 ½ Judge John Aiso Street, Suite 172
Los Angeles, CA 90012
213.293.5822 | info@littletokyola.org

Thank you for your time and consideration. We look forward to hearing back regarding the inclusion of the public's comments. Any questions you may have can be directed to myself, Kristin Fukushima, at kristin@littletokyola.org or (562) 895-3295.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kristin Fukushima'.

Kristin Fukushima
Managing Director



LITTLE TOKYO SERVICE CENTER

Positive Change for People and Places

231 E. Third Street, Suite G106, Los Angeles, CA 90013

Tel: 213.473.3030 | Fax: 213.473.3031 | www.LTSC.org

Cris B. Liban, Executive Officer, Environmental Compliance and Sustainability

Los Angeles County Metropolitan Transportation Authority

November 17, 2017

RE: Division 20 Portal Widening and Turnback Facility Notice of Preparation Public Comment

Dear Cris B. Liban,

I am writing on behalf of Little Tokyo Service Center (LTSC) in regards to the Notice of Preparation for the Division 20 Portal Widening and Turnback Facility. LTSC has been part of Little Tokyo for over 35 years. As an affordable housing developer and service provider, we strongly value development projects that take the extra measure to minimize damage to the existing community as it works towards creating a project that aims to benefit the broader community.

We support the comments submitted by the Little Tokyo Community Council as well as Upper Crust. We ask that the Division 20 project not interfere with the West Santa Ana Branch alternative route that LTCC proposed in its comment letter earlier this year regarding the use of Center Street instead of Vignes. This proposal came about as a way to avoid negative impact on traffic and construction nuisances to nearby legacy cultural institutions and family owned businesses; namely Upper Crust (411 Center Street), Fukui Mortuary (707 East Temple Street), and Nishi Hongwanji Buddhist Temple (815 East 1st street).

More information regarding the proposed expansion of the footprint of the storage tracks are needed. We ask that the proposed storage tracks not require any narrowing of streets or sidewalks, particularly near Jackson Street, to not negatively impact a long time family owned business (Upper Crust). We would prefer for the development to be limited to the property parcel lines to minimize the traffic impact to nearby establishments.

We ask that the EIR include information regarding future West Santa Ana Branch, California High Speed Rail and the Metro ESOS project (and any other relevant projects in the vicinity) in the cumulative impacts analysis in areas not limited to aesthetics, cultural resources, land use and planning, noise, green house gas emissions, and transportation/traffic. We want to ensure that all environmental impacts, especially traffic, noise, and cultural resources are mitigated thoroughly and damage is minimized. Little Tokyo has been enduring the impacts of multiple major projects over the last 4 years and will continue to see large public and private developments in the following years.

Regarding green house gas emissions, we support a haul route proposal, further down the line when construction plans begin, to avoid Jackson Street, Temple Street, and 1st as much as possible to minimize the negative impact to our long time family businesses and establishments. Additionally, the daily access of delivery and pick up on Upper Crust's property by large freight trucks is needed for their business viability. We therefore ask that Metro avoid street closures on Center Street and Ducommon Street.

Thank you for your time and consideration. Any questions you may have can be directed to Rey Fukuda, rfukuda@ltsc.org or 213-473-1609. We look forward to hearing back regarding the inclusion of the public's comments.

Sincerely,

Dean Matsubayashi
Executive Director



RON MILLER
Executive Secretary

Los Angeles / Orange Counties Building and Construction Trades Council

Affiliated with the Building & Construction Trades Dept., AFL-CIO

1626 Beverly Boulevard
Los Angeles, CA 90026-5784
Phone (213) 483-4222
(714) 827-6791
Fax (213) 483-4419



November 16, 2017

Cris B. Liban
Executive Officer, Environmental Compliance and Sustainability Los Angeles County
Metropolitan Transportation Authority One Gateway Plaza
Los Angeles, CA 90012

Re: Division 20 Portal Widening and Turnback Facility Project & Arts District Station

Dear Mr. Liban,

I am writing to you on behalf of the Los Angeles/Orange Counties Building and Construction Trades Council to provide comments on the scope of the Draft EIR for its Division 20 Portal Widening and Turnback Facility Project.

Our organization represents more than 100,000 skilled men and women in 48 local unions and district councils in 14 Trades. We are committed ensuring our members have access to good careers in the construction industry with good wages, benefits, retirement security and safety on the job.

While we understand this project will play an important role in helping Metro to accommodate increased service levels on the Red/Purple Lines, we are concerned that it fails to acknowledge the impacts to the surrounding community. If Metro does not take a more holistic approach to planning in the Arts District, it could have a chilling effect on future development and job growth.

The Arts District is one of the most rapidly growing areas of Los Angeles, with over twenty development projects in the Arts District under construction, entitled or in the entitlement process, including 670 Mesquit, 6AM, Row DTLA, 520 Mateo Street, the Ford Motor Factory Building, 950 E. 3rd Street, At Mateo, and many others.

With the passage of Measure JJJ by LA voters last November, new construction projects will be required to hire local workers and pay prevailing wage. Measure JJJ would also require affordable units to be added to new residential buildings of 10 units or more. The inclusion of a Metro station at 6th Street will incentivize more developers to build in the Arts District, resulting in more good paying, local jobs in the construction trades for Angelenos.

Metro's plans to design storage and turnback tracks as an open-air facility create a significant barrier between the growing Downtown Arts District Community and the LA River. By not including a transit Station, the visual blight, noise, and impacts of storing train cars will be compounded in the Arts District and DTLA because of a lack of access to transit. It could require

new development projects to build hundreds of new parking spaces and result in many more daily trips by car.

For these reason, we believe it is important that Metro staff include an Arts District Purple/Red line Station at 6th Street in its Short Range Transportation Plan (SRTP) and Long Range Transportation Plan (LRTP) and study a Station as environmental mitigation for the storage and turnback facility.

Thank you very much for your time and consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Ron Miller', with a long horizontal flourish extending to the right.

Ron Miller
Executive Secretary
Los Angeles/Orange Counties Building and Construction Trades Council

From: Dominguez, Andrina
To: [Sam Silverman](#); [Derek Hung](#); [Stacey Falcioni](#); [Chester Britt](#); [Jason Jackson](#)
Cc: [Cortez, Michael](#)
Subject: Fwd: Division 20 NOP Scoping Meeting
Date: Wednesday, October 25, 2017 7:38:04 AM

Below please find a public comment received by Cris this morning.

Andrina Dominguez, ENV SP

LA Metro

Environmental Specialist

Environmental Compliance and Sustainability

[213.418.3245](tel:213.418.3245) W (Gateway Headquarters)

[213.893.7189](tel:213.893.7189) W (Regional Connector IPMO)

[213.864.3286](tel:213.864.3286) C

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Begin forwarded message:

From: "Liban, Emmanuel" <LibanE@metro.net>
Date: October 25, 2017 at 2:45:57 AM PDT
To: "Dominguez, Andrina" <DominguezAn@metro.net>
Cc: "Liban, Emmanuel" <LibanE@metro.net>
Subject: Fwd: Division 20 NOP Scoping Meeting

FYI

—

Cris B. Liban, D.Env., P.E., ENV SP

Fellow, American Society of Civil Engineers

LA Metro

Executive Officer, Environmental Compliance and Sustainability

Program Management

[213.922.2471](tel:213.922.2471) W

[213.792.5777](tel:213.792.5777) C

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Begin forwarded message:

From: Michael Hayes <michael@michaelhayes.la>
Date: October 24, 2017 at 23:45:32 EDT
To: "Dr. Cris B. Liban" <libane@metro.net>
Subject: Division 20 NOP Scoping Meeting

Hello Cris,

I'm truly thankful that Metro is preparing to improve operational efficiency for both red and purple lines. I'm very much looking forward to reduced headways for both lines as a daily rider coming in from MacArthur Park BUT the bulk of my excitement about this project comes from the potential to put decking over the yards and creating a massive TOD for a completely urban center within such close proximity to so many jobs and homes.

An efficient use of that space would include a station stop or two in the arts district that would increase ridership and usefulness of mass transit in the transit poor neighborhood. If metro could retain air rights or land, the eventual development atop could both subsidize metro's operation and continue to bolster ridership.

In my opinion, it does not make sense to invest in infrastructural improvements without including practical use for riders from NoHo to the VA. Please add station stops in the Arts District and promote a truly urban transit oriented development as a demonstration of how Los Angeles must grow sustainably and appropriately with mass transit.

Thank you,

--

Michael Hayes

951.704.6849

michaelhayes.la

From: Dominguez, Andrina
To: [Derek Hung](#); [Sam Silverman](#); [Stacey Falcioni](#); [Chester Britt](#); [Jason Jackson](#)
Subject: Fwd: Division 20 Portal Widening comments
Date: Tuesday, November 21, 2017 11:18:32 AM

Andrina Dominguez, ENV SP
LA Metro
Environmental Specialist
Environmental Compliance and Sustainability
213.418.3245 W (Gateway Headquarters)
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From: Liban, Emmanuel
Sent: Friday, November 17, 2017 5:30:10 PM
To: Harrington, Christina; Dominguez, Andrina
Cc: Liban, Emmanuel
Subject: Fwd: Division 20 Portal Widening comments

FYI...

Cris B. Liban, D.Env., P.E., ENV SP
Fellow, American Society of Civil Engineers
LA Metro
Executive Officer, Environmental Compliance and Sustainability
Program Management
[213.922.2471](#) W
[213.792.5777](#) C
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Begin forwarded message:

From: Michael Lomeli <michael@amaysbakery.com>
Date: November 17, 2017 at 16:07:25 PST
To: "Liban, Emmanuel" <LibanE@metro.net>
Cc: "Cortez, Michael" <CortezMic@metro.net>
Subject: Division 20 Portal Widening comments

Dear Cris Liban and/or Michael Cortez at Division 20 Portal Widening:

We have been operating a food manufacturing factory at our location on 837

E Commercial Street, Los Angeles, CA 90012 since the late 1980's. Unfortunately we were unable to attend the November 8, 2017 but because we are in very close proximity to the proposed project, specifically the portal widening section of the project, we have several concerns:

1. STREET CLOSURES

Will there be street closures? During our normal business hours between 8 a.m. and 4:30 p.m., we have many customers and vendors, many with large trucks and 53' trailers that need access to our location on Commercial Street for pick up and deliveries. Very frequently, a few of these 53' trucks will arrive at the same time and they will need to wait/line up on Commercial Street before they can be loaded or unloaded. We want to ensure that our street would continue to be able to accommodate this. Also, since we operate 24 hours per day seven days per week, our employees who start and end their shifts throughout the entire day, will need continued access to our location.

We are also concerned with losing street parking since that is the only option for many of our customers and employees.

Lastly, we would like to know if the Vignes Street on and off ramps to and from the 101 Freeway will have any closures due to the project? Since that is the closest access to and from the freeway from our business, we are concerned with the need for detours and resulting traffic delays.

2. NOISE/VIBRATIONS

Will there be any heavy equipment operating in close proximity to our business? Our concerns are noise and ground vibrations.

3. AIR QUALITY/POLLUTION

Air quality is also a big concern during and after construction of the proposed project. After the project is complete, will trains be parked and idling? We are concerned with the exhaust and pollution that will be blown towards our business.

4. USE OF SURROUNDING LAND/AESTHETICS

Again, because we are in very close proximity to the proposed project, we are also concerned with how the surrounding areas will be used and how they will look like after the project is complete. Will there be park-like areas incorporated?

5. QUESTION REGARDING AN UNMARKED PORTION

Based on the maps, it appears that there will be some unused space/land adjacent to the portal widening section (a triangle shaped piece of land that was not highlighted in pink) off of Commercial Street. Because of the very close proximity to our business, we would like to know what will this area be used for? Will it remain vacant? Will it be turned into parking? Also, will this area of property be possibly listed for sale? If so, we would be interested. If not, would your agency consider using that space to widen the street? Since that area is a cul-de-sac, due to traffic and the many large trucks that use this street, widening the street in that area would be a tremendous help to us and the area.

Thank you for allowing us the opportunity to voice our concerns and thoughts. We hope to hear from you.

Michael Lomeli
Amay's Bakery & Noodle Co., Inc.

Michael Lomeli
Amay's Bakery & Noodle Co., Inc.
T: 213.626.2713 ext 106



November 7, 2017

Cris B. Liban
Executive Officer, Environmental Compliance and Sustainability Los Angeles County Metropolitan Transportation
Authority One Gateway Plaza
Los Angeles, CA 90012

Re: Division 20 Portal Widening and Turnback Facility Project & Arts District Station

Dear Mr. Liban,

I am writing to you on behalf of the Onni Group to provide comments on the scope of the Draft EIR for its Division 20 Portal Widening and Turnback Facility Project.

For over half a century, Onni has been building communities for people to live, work, and play. Our success reflects our commitment to our employees and partners and our dedication to quality construction, innovation, sustainability, and customer satisfaction. Our expertise expands across North American cities such as Los Angeles, Seattle, Chicago, Phoenix, Toronto, and Vancouver.

We believe comprehensive, holistic mobility strategy is crucial for the Arts District. While we understand this project will play an important role in helping Metro to accommodate increased service levels on the Red/Purple Lines, we are concerned that it fails to acknowledge the impacts to the surrounding community and growing need in the Arts District for access to public transportation.

We have outlined our concerns in greater detail below, along with suggestions for how these issues might be resolved.

- 1. Growing need for Transit:** The Arts District is one of the most rapidly growing areas of Los Angeles, with over twenty development projects in the Arts District under construction, entitled or in the entitlement process, including 670 Mesquit, 6AM, Row DTLA, 520 Mateo Street, the Ford Motor Factory Building, 950 E. 3rd Street, At Mateo, and many others. A Metro Red/Purple Line station at 6th Street is essential to connect this growing community to the regional transportation system through Union Station.
- 2. Smart Growth:** To meet the region's demand for new housing and jobs in the most environmentally sustainable manner, the ideal growth pattern for Los Angeles County is one where higher density development is built within existing developed areas – infill development -- in conjunction with transit, in order to reduce dependence on less efficient travel modes such as use of single occupant vehicles (SOV) and increase opportunities to travel by train, bicycle, bus, and on foot.

For these reasons, we believe it is important that Metro staff include an Arts District Purple/Red line Station at 6th Street in its Short Range Transportation Plan (SRTP) and Long Range Transportation Plan (LRTP) and study a Station as environmental mitigation for the storage and turnback facility.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Spector".

Mark Spector
Senior Development Manager

From: Dominguez, Andrina
To: [Sam Silverman](#); [Derek Hung](#); [Stacey Falcioni](#); [Chester Britt](#); [Jason Jackson](#)
Subject: Fwd: Division 20 Portal Widening and Turnback Facility
Date: Tuesday, November 21, 2017 11:15:46 AM

Andrina Dominguez, ENV SP
LA Metro
Environmental Specialist
Environmental Compliance and Sustainability
213.418.3245 W (Gateway Headquarters)
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From: Liban, Emmanuel <libane@metro.net>
Sent: Sunday, November 19, 2017 10:29 AM
Subject: Fw: Division 20 Portal Widening and Turnback Facility
To: Dominguez, Andrina <dominguezan@metro.net>, Harrington, Christina <harringtonc@metro.net>
Cc: Liban, Emmanuel <libane@metro.net>

Cris B. Liban, D.Env., P.E., ENV SP
Fellow, American Society of Civil Engineers
Executive Officer, Environmental Compliance and Sustainability
Program Management
213.922.2471 W
213.792.5777 C
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From: Partho Kalyani <parthokalyani@gmail.com>
Sent: Friday, November 17, 2017 10:09 AM
To: Liban, Emmanuel
Subject: Division 20 Portal Widening and Turnback Facility

I am in full support of this project if it includes an Arts District Red/purple line station. This is a MUST. Be creative with financing, EIFD or Station-related development. This would be a missed opportunity otherwise. Thanks

Partho Kalyani
Board Member, West Los Angeles Sawtelle Neighborhood Council

Sent from my iPhone



October 31, 2017

Cris B. Liban

Executive Officer, Environmental Compliance and Sustainability Los Angeles County Metropolitan
Transportation Authority One Gateway Plaza
Los Angeles, CA 90012

Re: Division 20 Portal Widening and Turnback Facility Project & Arts District Station

Dear Mr. Liban,

I am writing to you on behalf of River LA to provide comments on the scope of the Draft EIR for its
Division 20 Portal Widening and Turnback Facility Project.

River LA, formerly the Los Angeles River Revitalization Corporation, is a nonprofit whose mission is to
ensure the 51-mile Los Angeles River integrates design and infrastructure to bring people, water and
nature together. We champion river-oriented policy and sustainable public spaces, while creating
innovative models for community benefit and participation.

We believe comprehensive, holistic mobility strategy is crucial for the Arts District. While we understand
this project will play an important role in helping Metro to accommodate increased service levels on the
Red/Purple Lines, we are concerned that it fails to acknowledge the impacts to the surrounding
community and growing need in the Arts District for access to public transportation.

We believe it is important that Metro staff include an Arts District Purple/Red line Station at 6th Street
in its Short Range Transportation Plan (SRTP) and Long Range Transportation Plan (LRTP) and study a
Station as environmental mitigation for the storage and turnback facility.

We have outlined our concerns in greater detail below, along with suggestions for how these issues
might be resolved.

1. Growing need for Transit

The Arts District is one of the most rapidly growing areas of Los Angeles, with over twenty
development projects in the Arts District under construction, entitled or in the entitlement
process, including 670 Mesquit, 6AM, Row DTLA, 520 Mateo Street, the Ford Motor Factory

Building, 950 E. 3rd Street, At Mateo, and many others. A Metro Red/Purple Line station at 6th Street is essential to connect this growing community to the regional transportation system through Union Station.

2. Environmental Concerns

Metro's plans to design storage and turnback tracks as an open-air facility create a significant barrier between the growing Downtown Arts District Community and the LA River. By not including a transit Station, the visual blight, noise, and impacts of storing train cars will be compounded in the Arts District and DTLA because of a lack of access to transit. It could require new development projects to build hundreds of new parking spaces and result in many more daily trips by car.

3. Innovation Zones and New Technology

A Station could connect university students and workers from around the region to the new Boyle Heights Innovation District on the other side of the LA River and help facilitate the goal of creating a destination that fosters innovation and attracts people whose purchasing power will help reshape and grow the area as the industries grow.

4. Active Transportation

The new Sixth Street Bridge will have separate bicycle and pedestrian lanes, the LA River and Metro are designing an in-channel bikeway, and the Southern California Association of Governments (SCAG) has just funded millions of dollars in new bike lanes, sidewalks and crosswalks in the area. It is the ideal time to create a transit station connecting these projects, and incentivizing regional travelers to arrive in the Arts District as pedestrians and cyclists.

5. Smart Growth

To meet the region's demand for new housing and jobs in the most environmentally sustainable manner, the ideal growth pattern for Los Angeles County is one where higher density development is built within existing developed areas – infill development -- in conjunction with transit, in order to reduce dependence on less efficient travel modes such as use of single occupant vehicles (SOV) and increase opportunities to travel by train, bicycle, bus, and on foot.

5. Connectivity

When the Purple Line is complete, a new station at Sixth Street would connect the Arts District with a one-seat ride to UCLA, the Museum District in mid-Wilshire, the Civic Center/Music Center/Grand Park, the Italian American Museum and LA Plaza Latino American Museum at Olvera Street and DTLA. When the Regional Connector is complete, travelers could also go by rail from the Arts District to the Music Center, Broad Museum, Colburn School, USC, and the Exposition Park Museum District of the California African-American Museum, the Museum of Natural History and the California Science Center.

6. Good Transportation Planning

A new Arts District station at Sixth Street is cost-efficient. The Red/Purple Line tracks currently exist, and studies conducted by Metro put the cost of a new revenue station at \$90 million.

Please take our thoughts and concerns into consideration.

Sincerely,

Jon Switalski
Director of External Affairs



SOUTH PARK
THE PLACE TO BE

BOARD OF DIRECTORS

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JOSH KREGER
Director of Real Estate
& Planning

WALLIS LOCKE
Director of Communications
& Policy

LARONNIA JUPITER
Marketing Coordinator

November 14, 2017

Cris B. Liban
Executive Officer, Environmental Compliance and Sustainability Los Angeles
County Metropolitan Transportation Authority One Gateway Plaza
Los Angeles, CA 90012

Re: Division 20 Portal Widening and Turnback Facility Project & Arts District
Station

Dear Mr. Liban,

I am writing to you on behalf of the South Park Business Improvement District to provide comments on the scope of the Draft EIR for its Division 20 Portal Widening and Turnback Facility Project.

The SPBID represents the 52-square block neighborhood of Downtown Los Angeles (DTLA) that includes the L.A. LIVE Campus, made up of STAPLES Center, Microsoft Theater and the Los Angeles Convention Center. In addition to being the home of the City's sports and entertainment district, South Park is also DTLA's fastest growing residential neighborhood, with a population that is expected to triple by 2019 to over 20,000 residents.

We believe a comprehensive, holistic mobility strategy is crucial for the Downtown Los Angeles. While we understand this project will play an important role in helping Metro to accommodate increased service levels on the Red/Purple Lines, we are concerned that it fails to acknowledge the impacts to the surrounding community and growing need in the Arts District for access to public transportation.

We believe it is important that Metro staff include an Arts District Purple/Red line Station at 6th Street in its Short Range Transportation Plan (SRTP) and Long Range Transportation Plan (LRTP) and study a Station as environmental mitigation for the storage and turnback facility.

We have outlined our reasons for supporting a new Red/Purple line Station at 6th Street below:



1. DTLA is the Growth Center of the Region

DTLA is one of the most rapidly growing areas of Los Angeles, with over twenty development projects in the Arts District alone under construction, entitled or in the entitlement process, including 670 Mesquit, 6AM, Row DTLA, 520 Mateo Street, the Ford Motor Factory Building, 950 E. 3rd Street, At Mateo, and many others. A Metro Red/Purple Line station at 6th Street is essential to connect this growing community to the regional transportation system through Union Station.

5. Smart Growth

To meet the region's demand for new housing and jobs in the most environmentally sustainable manner, the ideal growth pattern for Los Angeles County is one where higher density development is built within existing developed areas – infill development -- in conjunction with transit, in order to reduce dependence on less efficient travel modes such as use of single occupant vehicles (SOV) and increase opportunities to travel by train, bicycle, bus, and on foot. A station at 6th Street would allow more density to be built in the region's core and allow more of those new residents to realistically use transit to meet their daily mobility needs.

5. Connectivity

As Metro builds out its rail system across the county, the key to making the system effective will be the connections in the middle of the system. Building the 6th Street station would tie the Arts District into the regional transit system and allow easy connections between the district and many of the region's most popular destinations.

6. Cost Efficiency

A new Arts District station at Sixth Street is cost-efficient. The Red/Purple Line tracks currently exist, and studies conducted by Metro put the cost of a new revenue station at \$90 million – a bargain compared to building a new station from scratch.

Sincerely,

Ellen Riotto
Executive Director
South Park Business Improvement District

From: Dominguez, Andrina
To: [Derek Hung](#); [Sam Silverman](#); [Stacey Falcioni](#); [Chester Britt](#); [Jason Jackson](#)
Subject: Fwd: Division 20 deadline for feedback
Date: Tuesday, November 21, 2017 11:17:47 AM

Andrina Dominguez, ENV SP
LA Metro
Environmental Specialist
Environmental Compliance and Sustainability
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From: Liban, Emmanuel
Sent: Sunday, November 19, 2017 10:21:40 AM
To: Dominguez, Andrina; Harrington, Christina
Cc: Liban, Emmanuel
Subject: Fw: Division 20 deadline for feedback

fyi.

Cris B. Liban, D.Env., P.E., ENV SP
Fellow, American Society of Civil Engineers
Executive Officer, Environmental Compliance and Sustainability
Program Management
213.922.2471 W
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From: Yuval Bar-Zemer <yuval@linear-city.com>
Sent: Friday, November 17, 2017 9:22 PM
To: Liban, Emmanuel
Cc: Laura Velkei; Hilary Norton; Dori Keller; Alan Kumamoto; Gabrielle Newmark; Mark Borman
Subject: Division 20 deadline for feedback

Cris B. Liban, Executive Officer, Environmental Compliance and Sustainability
Los Angeles County Metropolitan Transportation Authority

One Gateway Plaza, Mail Stop 99-16-9
Los Angeles, CA 90012

To whom it may concern,

I would like to register my objection to the proposed aggressive expansion and private land taking in the arts District by Metro.

Expanding the metro related facilities along center street should not be permitted as it has a significant impact on the arts District community.

The Arts District has been the hub of creativity and Innovation that has evolved over the past 40 and became one of the most desirable communities both for business residents and the creative world. This project will eliminate/decimate the potential adaptive reuse of the main North South arteries in the arts district that connects us to Union station and the adjacent neighborhoods of china Town, Solano canyon and Victor heights. Allowing the expansion of the Metro facilities to border center street is contrary to any reasonable forward-looking land use program and will set back the clock to a time that the area was considered a derelict Industrial area.

The Arts District should have never been considered as the place for the Maintenance of Way 20 and the lack of proper planning that is now necessitating storing cars on more property in the arts District further augments the original mistake of placing the MOW in the arts District.

We recognize that the purple line extension is a very important project for the City of Los Angeles and we are whole heartedly supporting it but not on the expense of creating such destruction.

To place this aggregates effort in context, here is some History:

On **September 16, 2014**, I sent a note to Martha Welbourne (At the time, the Director of Planning and Construction at Metro) on behalf of the arts District Community, reflecting our dismay on the revealed plans of locating the MOW 20 right next to the 6th Street bridge, the heart of the Arts District and the future location of the 6h Street viaduct, a \$500M project of the city.

After a series of meetings in which we discovered that the EIR that included this alternative was never circulated in the Arts District, we have offered our help to find an alternative location for MOW 20 that would be less disruptive to the community.

Martha Welbourne and David Meager (project manager) agreed that the decision did not make much sense considering how they now see the Arts District but claimed that at the time that the EIR was conducted there was not much activity in the arts District. Nevertheless, they would be open to examine alternatives.

After carefully mapping the area, it was clear to me that the MOW can be located in the site of the National Cold storage along Center Street which will reduce the distance from Union station and would eliminate to build a maintenance yard in the heart of the arts District.

When we proposed this to Metro, the first response we received was that the site configuration is different and the team does not believe it will work for the MOW.

So After I borrowed the CAD files for the schematic design of MOW, I have broken it into its programmatic pieces and placed it on the alternative site without an effort (one weekend of design)

When the Metro team was show the solution, they change their answer to “yes, it can fit, but our Real estate people checked with the owner and they would not sell the land to metro. Furthermore, they cannot eminent domain as the parcel was not considered as an alternative in the EIR.

So, I volunteered to see what we can do on the private sector to help bring this transaction to the table. Metro responded that if we can arrange for the Land to be willingly given to Metro, they will be able to make this change.

So on my own initiative, I have flown to NY to meet with the owner of the land 9Geefrey Goldberger from Atlas Capital) and convinced him to agree to a land swap between his parcel and the Parcel next to the 6th Street bridge.

I have informed David meager of the success of my effort and a meeting between Jerry Newman (Atlas legal counsel) and Cal Hollis at Metro Real Estate was scheduled for the following week to get the agreement papered.

A number of weeks went by until I heard from Mr Goldberger that metro is not going to move ahead with the land swap.

The explanation the community received from Metro was that due to previous challenges by neighbors along the proposed purple line, metro will not take the chance on changing the EIR. Or moving the station to a location that was not studied by the EIR.

So here we are today, with a hole in the ground next to the 6th Street Bridge and suddenly Metro needs this exact same property to store the purple line cars! (As if this count suddenly changes in the past 3 years).

So we are sorry, We will not support an ill-conceived idea that is based on a mistake that is damaging the heart of the Arts District.

We will fight tooth and nail to preserve the beautiful and unique Urban environment that we have collectively created.

Allowing this expansion takes away a long façade along center street and creates a significant larger barrier between the people of Los Angeles and the LA River.

As always, we are happy to engage in a dialogue that respects the needs of the city at large from a transportation perspective and the community unique character and its assets.

The proposal was dropped in our lap with no dialogue and reflects the easiest and cheapest way for metro staff to solve a problem that they have created due to a lack or short-sightedness in their planning effort.

Thank you for your time and consideration.

Yuval Bar-Zemer

VP of Los Angeles River and Artist Association,

Board member of Arts District Community Council

4th VP of the Historic Cultural neighborhood Council,

Board member of ADLA (Arts District Business Improvement)

Board member of Friends of the Los Angeles River

Member of the DAC (Design advisory committee) for the 6th Street Viaduct

Board member of the Institute of Contemporary Art LA (located in the Arts District)

Board member of the Leonard Hill Charitable Trust (The donor of major funding for the construction of the Art Plaza directly to the South of MOW20)



110 East 9th Street Suite A-1175 Los Angeles California 90079
tel: 213.488.1153 fax: 213.488.5159 info@fashiondistrict.org www.fashiondistrict.org

November 15, 2017

Cris B. Liban
Executive Officer, Environmental Compliance and Sustainability Los Angeles County Metropolitan
Transportation Authority One Gateway Plaza
Los Angeles, CA 90012

Re: Division 20 Portal Widening and Turnback Facility Project & Arts District Station

Dear Mr. Liban,

I am writing to you on behalf of the Fashion District Business Improvement District (BID) to provide comments on the scope of the Draft EIR for its Division 20 Portal Widening and Turnback Facility Project.

The LA Fashion District BID is a non-profit organization dedicated to making the community a clean, safe and friendly place to work, shop, do business and live. Launched in January, 1996, the LA Fashion District BID was the first property-based BID in Los Angeles and covers 100 blocks in downtown Los Angeles.

We were glad to see refinements to the Division 20 Project that will allow for the potential construction of a transit station at Sixth Street, however we are deeply concerned that these plans still do not include any explicit planning for a station. By not including a transit Station, the visual blight, noise, and impacts of storing train cars will be compounded in DTLA because of a lack of access to transit. It could require new development projects to build hundreds of new parking spaces and result in many more daily trips by car.

The Fashion District is an economic engine that averages \$10 billion a year in annual business volume and employs almost 30,000 people. In the past three years, the District has experienced unprecedented growth and development, from new wholesale centers and retail storefronts to adaptive reuse residential projects.

Having adequate access to public transit is crucial to supporting to current and future growth of the district. Currently, the closest transit station for those coming to the Fashion District is across downtown, at 7th and Metro. Before we can get our growing number of workers and residents to get out of their cars, we need to provide better access to transit.

In addition, if the Fashion District is able to continue to grow, we will generate more sales tax for the county and more sales tax receipts for Metro's Measure M, increasing our ability to fund bus and rail lines as well as first and last mile linkages.

We see the Arts District/Sixth Street station as a key component of our mobility plan and are eager to work to establish connections from this station to and from the Fashion District. We ask that Metro staff include an Arts District Station at 6th Street in its Short-Range Transportation Plan (S RTP) and Long-



110 East 9th Street Suite A-1175 Los Angeles California 90079
tel: 213.488.1153 fax: 213.488.5159 info@fashiondistrict.org www.fashiondistrict.org

Range Transportation Plan (LRTP) and study a station as environmental mitigation for the storage and turnback facility.

Sincerely,

A handwritten signature in black ink that reads 'Rena Masten Leddy'.

Rena Masten Leddy
Executive Director



WARNER MUSIC GROUP

November 16, 2017

Cris B. Liban

Executive Officer, Environmental Compliance and Sustainability Los Angeles County Metropolitan
Transportation Authority One Gateway Plaza

Los Angeles, CA 90012

Re: Division 20 Portal Widening and Turnback Facility Project & Arts District Station

Dear Mr. Liban,

I am writing to you on behalf of Warner Music Group to provide comments on the scope of the Draft EIR for its Division 20 Portal Widening and Turnback Facility Project.

Warner Music Group is in the process of building out the "Ford Factory" (located at 777 S. Santa Fe_ for the purpose of relocating more than 700 Los Angeles area employees from both Burbank, and West LA.

We believe comprehensive, holistic mobility strategy is crucial for the Arts District. While we understand this project will play an important role in helping Metro to accommodate increased service levels on the Red/Purple Lines, we are concerned that it fails to acknowledge the impacts to the surrounding community and growing need in the Arts District for access to public transportation.

We believe it is important that Metro staff include an Arts District Purple/Red line Station at 6th Street in its Short Range Transportation Plan (SRTP) and Long Range Transportation Plan (LRTP) and study a Station as environmental mitigation for the storage and turnback facility.

We have outlined our concerns in greater detail below, along with suggestions for how these issues might be resolved.

1. Growing need for Transit

The Arts District is one of the most rapidly growing areas of Los Angeles, with over twenty development projects in the Arts District under construction, entitled or in the entitlement process, including 670 Mesquit, 6AM, Row DTLA, 520 Mateo Street, as well as our location- **the Ford Motor Factory Building, 950 E. 3rd Street, At Mateo, and many others.** A Metro Red/Purple Line station at 6th Street is essential to connect this growing community to the regional transportation system through Union Station. **This issue in particular will affect our more that 700 employees as well as our constant flow of guests.**

2. Environmental Concerns

Metro's plans to design storage and turnback tracks as an open-air facility create a significant barrier between the growing Downtown Arts District Community and the LA River. By not including a transit Station, the visual blight, noise, and impacts of storing train cars will be compounded in the Arts District and DTLA because of a lack of access to transit. It could require new development projects to build hundreds of new parking spaces and result in many more daily trips by car.

3. Active Transportation

The new Sixth Street Bridge will have separate bicycle and pedestrian lanes, the LA River and Metro are designing an in-channel bikeway, and the Southern California Association of Governments (SCAG) has just funded millions of dollars in new bike lanes, sidewalks and crosswalks in the area. It is the ideal time to create a transit station connecting these projects, and incentivizing regional travelers, as well as our employees to arrive in the Arts District as pedestrians and cyclists.

4. Smart Growth

To meet the region's demand for new housing and jobs in the most environmentally sustainable manner, the ideal growth pattern for Los Angeles County is one where higher density development is built within existing developed areas – infill development – in conjunction with transit, in order to reduce dependence on less efficient travel modes such as use of single occupant vehicles (SOV) and increase opportunities to travel by train, bicycle, bus, and on foot.

5. Connectivity

When the Purple Line is complete, a new station at Sixth Street would connect the Arts District with a one- seat ride to UCLA, the Museum District in mid-Wilshire, the Civic Center/Music Center/Grand Park, the Italian American Museum and LA Plaza Latino American Museum at Olvera Street and DTLA. When the Regional Connector is complete, travelers could also go by rail from the Arts District to the Music Center, Broad Museum, Colburn School, USC, and the Exposition Park Museum District of the California African-American Museum, the Museum of Natural History and the California Science Center.

Regards,



Teddye Sluyter Coak
Consulting Director of Special Projects
On Behalf Of
Warner Music Group
3400 W. Olive Ave.
Burbank, CA 91505

Appendix L.2
Revised NOP Comments

Appendix L.2.1

Revised NOP Agency & Special District Comments

NATIVE AMERICAN HERITAGE COMMISSION

Environmental and Cultural Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone (916) 373-3710



January 9, 2018

Cris B. Liban
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-16-9
Los Angeles, CA 90012

Sent via e-mail: libane@metro.net

RE: SCH# 2017121034; Division 20 Portal Widening/ Turnback Facility Project, City of Los Angeles; Los Angeles County, California

Dear Mr. Liban:

The Native American Heritage Commission has received the Notice of Preparation (NOP) for Draft Environmental Impact Report for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code § 21000 et seq.), specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit. 14, § 15064.5 (b) (CEQA Guidelines Section 15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared. (Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd. (a)(1) (CEQA Guidelines § 15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a **separate category of cultural resources**, "tribal cultural resources" (Pub. Resources Code § 21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment (Pub. Resources Code § 21084.2). Please reference California Natural Resources Agency (2016) "Final Text for tribal cultural resources update to Appendix G: Environmental Checklist Form," <http://resources.ca.gov/ceqa/docs/ab52/Clean-final-AB-52-App-G-text-Submitted.pdf>. Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code § 21084.3 (a)). **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. § 800 et seq.) may also apply.

The NAHC recommends **lead agencies consult with all California Native American tribes** that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments. **Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.**

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a **lead agency** shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
 - a. A brief description of the project.
 - b. The lead agency contact information.
 - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code § 21080.3.1 (d)).
 - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code § 21073).
2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A **lead agency** shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code § 21080.3.1, subs. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. (Pub. Resources Code § 21080.3.1(b)).
 - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18). (Pub. Resources Code § 21080.3.1 (b)).
3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
 - a. Alternatives to the project.
 - b. Recommended mitigation measures.
 - c. Significant effects. (Pub. Resources Code § 21080.3.2 (a)).
4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
 - a. Type of environmental review necessary.
 - b. Significance of the tribal cultural resources.
 - c. Significance of the project's impacts on tribal cultural resources.
 - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code § 21080.3.2 (a)).
5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code § 21082.3 (c)(1)).
6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
 - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
 - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code § 21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
- The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code § 21080.3.2 (b)).
8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code § 21082.3 (a)).
9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code section 21084.3 (b). (Pub. Resources Code § 21082.3 (e)).
10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
- Avoidance and preservation of the resources in place, including, but not limited to:
 - Planning and construction to avoid the resources and protect the cultural and natural context.
 - Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - Protecting the cultural character and integrity of the resource.
 - Protecting the traditional use of the resource.
 - Protecting the confidentiality of the resource.
 - Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - Protecting the resource. (Pub. Resource Code § 21084.3 (b)).
 - Please note that a federally recognized California Native American tribe or a nonfederally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code § 815.3 (c)).
 - Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code § 5097.991).
11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An environmental impact report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
- The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
 - The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code § 21082.3 (d)).
- This process should be documented in the Cultural Resources section of your environmental document.*

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires **local governments** to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code § 65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. **Tribal Consultation**: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code § 65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation**. There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality**: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code section 65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction. (Gov. Code § 65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation**: Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have been already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.

- b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.
3. Contact the NAHC for:
- a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
- a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, section 15064.5(f) (CEQA Guidelines section 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
 - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
 - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5, subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subs. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

Please contact me if you need any additional information at gayle.totton@nahc.ca.gov.

Sincerely,



Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst
(916) 373-3714

cc: State Clearinghouse



January 31, 2018

Mr. Cris B. Liban, D.Env., P.E.
Executive Officer, Environmental Compliance and Sustainability
Los Angeles County Metropolitan Transportation Authority (Metro)
One Gateway Plaza
Mail Stop: 99-16-9
Los Angeles, CA 90012

RE: Revised Notice of Preparation of a Draft Environmental Impact Report for the Division 20 Portal Widening/Turnback Facility Project

Dear Mr. Liban:

The California High-Speed Rail Authority (Authority) has received the Revised Notice of Preparation (NOP) issued by Metro for a Draft Environmental Impact Report (EIR) for the Division 20 Portal Widening/Turnback Facility Project, dated January 3, 2018. Previously, on November 16, 2017, the Authority submitted to Metro a written comment letter for the Division 20 Project NOP received in October 2017. In that letter, the Authority stated its support for the Division 20 Project and indicated the importance for Metro to advance the Project in a manner that does not conflict with plans for future high-speed rail service.

The Authority is working in partnership with Metro on several ongoing projects in the Los Angeles Urban Mobility Corridor, the high-capacity rail network that connects Burbank and Anaheim through the Los Angeles area. This includes environmental and preliminary engineering work for the Link Union Station (Link US) Project, which will reconfigure the tracks in the rail yard of Los Angeles Union Station (LAUS), significantly expand the LAUS passenger concourse, and add run-through tracks over the US-101 freeway. The Link US Project includes alternatives with future tracks and platforms for high-speed rail service at LAUS, and future run-through tracks for high-speed rail service south of LAUS.

In response to the Revised NOP for the Division 20 Project, the Authority is providing Metro with the following additional comments:

- *Portal Widening:* The proposed portal widening for the Division 20 Project (near Center St between Commercial St and Ducommun St) is in the same approximate location of proposed future run-through tracks for high-speed rail service. It is essential that Metro and the Authority coordinate closely to make sure that design plans at this location accommodate each project.

BOARD MEMBERS

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Thomas Richards
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Honorable
Dr. Joaquin Arambula

Honorable Jim Beall

EDMUND G. BROWN JR.
GOVERNOR



Mr. Cris Liban
Page 2

- **Turnback Tracks:** The proposed turnback tracks for the Division 20 Project (on the west side of the Los Angeles River, between Commercial St and 6th St) are in the same approximate location where future tracks will be added to accommodate high-speed rail service and expanded intercity/commuter rail service. It is essential that Metro and the Authority coordinate closely to make sure that design plans at this location accommodate each project.

If you have any questions regarding this letter, please contact me or Michelle Boehm, Southern California Regional Director, at (213) 628-8024 or michelle.boehm@hsr.ca.gov. Thank you.

Sincerely,



Mark A. McLoughlin
Director of Environmental Services
(916) 403-6934
mark.mcloughlin@hsr.ca.gov

cc: Tom Fellenz, Interim Chief Executive Officer
Michelle Boehm, Southern California Regional Director

Appendix L.2.2
Revised NOP Public Comments

From: Dominguez, Andrina
To: [Sam Silverman](#); [Stacey Falcioni](#)
Cc: [Chester Britt](#); [Jason Jackson](#); [Derek Hung \(DHung@webtaha.com\)](#); [Cortez, Michael](#); [Harrington, Christina](#)
Subject: FW: Division 20 Portal Widening/Turnback Facility (2017101034)
Date: Monday, January 08, 2018 11:32:44 AM

FYI below please find a comment in response to the revised NOP.

Best,

Andrina Dominguez, ENV SP

LA Metro

Environmental Specialist

Environmental Compliance and Sustainability

213.418.3245 W (Gateway Headquarters)

213.893.7189 W (Regional Connector IPMO)

213.864.3286 C

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From: Liban, Emmanuel
Sent: Friday, January 05, 2018 5:28 AM
To: Harrington, Christina; Dominguez, Andrina
Cc: Liban, Emmanuel
Subject: Fwd: Division 20 Portal Widening/Turnback Facility (2017101034)

Comment as part of the NOI recirculation.
Thnx.

Cris B. Liban, D.Env., P.E., ENV SP

Fellow, American Society of Civil Engineers

LA Metro

Executive Officer, Environmental Compliance and Sustainability

Program Management

[213.922.2471](#) W

[213.792.5777](#) C

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Begin forwarded message:

From: NR <nickrab@gmail.com>
Date: January 4, 2018 at 23:46:25 PST
To: LibanE@metro.net
Subject: Division 20 Portal Widening/Turnback Facility (2017101034)

Cris B. Liban,

I write to you today as an attorney who resides in the area. The Arts District will soon be one of the highest price per square feet areas in Los Angeles for residential housing. I believe that while the proposed project may help relieve traffic to/from union station, it will miss the larger goal of revitalizing Downtown Los Angeles. I believe that within several years, the LA River and adjacent spaces will be on the verge of becomes the center of the area. I know that there are already projects funded by the city to revitalize the area. Your project will hinder the effectiveness of these future projects and development. By building industrial and transportation spaces right along the river, and taking over spaces adjacent to the river, this project will be a negative factor in the future development of the area. We need local parks, walking and bike paths instead of larger industrial train areas. In other words, another negative impact of the project will be to the potential of future projects and future development. I do not believe you listing "Aesthetics" as an adequate representation of all of these negative impacts.

I hope that one day the Arts District is the Chealse, NYC of Los Angeles, with the LA River being the Highline of LA. This project jeopardizes future development and tax revenue for the city.

Thank you!

From: Dominguez, Andrina
To: [Sam Silverman](#); [Stacey Falcioni](#); [Cortez, Michael](#)
Cc: [Derek Hung \(DHung@webtaha.com\)](#); [Chester Britt](#); [Jason Jackson](#); [Harrington, Christina](#)
Subject: FW: Revised NOP for Division 20 Portal Widening/Turnback Facility
Date: Monday, January 29, 2018 3:33:15 PM

FYI.

From: Liban, Emmanuel
Sent: Monday, January 29, 2018 3:32 PM
To: Dominguez, Andrina
Cc: Liban, Emmanuel
Subject: FW: Revised NOP for Division 20 Portal Widening/Turnback Facility

FYI.

Cris B. Liban, D.Env., P.E., ENV SP
Fellow, American Society of Civil Engineers
LA Metro
Executive Officer, Environmental Compliance and Sustainability
Program Management
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From: Lijin Sun [<mailto:LSun@aqmd.gov>]
Sent: Friday, January 05, 2018 7:40 AM
To: Liban, Emmanuel
Cc: Michael Krause
Subject: Revised NOP for Division 20 Portal Widening/Turnback Facility

Mr. Liban,

SCAQMD staff received the revised NOP for the proposed Division 20 Portal Widening/Turnback Facility (SCAQMD IGR Control Number: [LAC180104-08](#)). On November 14, 2017, IGR staff submitted timely comments on the original NOP (SCAQMD IGR Control Number: [LAC171013-07](#)), which is available at: <http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/nop-division20portal-111417.pdf>.

Since the revised NOP is a result of acquisition of one property with **no** changes to the project description from the initial NOP, please advise if Metro, the Lead Agency for this project, will consider and evaluate SCAQMD staff's comments on the original NOP and include those comments in the administrative record.

Thank you,
Lijin Sun, J.D.
Program Supervisor, CEQA IGR
South Coast Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765
Direct: (909) 396-3308
Fax: (909) 396-3324

From: Lijin Sun
Sent: Tuesday, November 14, 2017 6:38 AM
To: 'LibanE@metro.net' <LibanE@metro.net>
Cc: Michael Krause <MKrause@aqmd.gov>
Subject: SCAQMD Staff NOP Comments for Division 20 Portal Widening/Turnback Facility

Dear Mr. Liban,

Attached are SCAQMD staff's comments on the NOP of a Draft EIR for Division 20 Portal Widening/Turnback Facility ([SCAQMD Control Number: LAC171013-07](#)). The original, electronically signed letter will be forwarded to your attention by regular USPS mail. Please contact me if you have any questions regarding these comments.

Thank you,
Lijin Sun, J.D.
Program Supervisor, CEQA IGR
South Coast Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765
Direct: (909) 396-3308
Fax: (909) 396-3324

From: Dominguez, Andrina
To: [Sam Silverman](#); [Stacey Falcioni](#); [Cortez, Michael](#)
Cc: [Derek Hung \(DHung@webtaha.com\)](#); [Chester Britt](#); [Jason Jackson](#); [Harrington, Christina](#)
Subject: FW: Division 20 Portal Widening Public Comment
Date: Monday, January 29, 2018 3:55:54 PM

Please see another scoping comment below.

From: Liban, Emmanuel
Sent: Monday, January 29, 2018 3:55 PM
To: Dominguez, Andrina
Subject: FW: Division 20 Portal Widening Public Comment

Cris B. Liban, D.Env., P.E., ENV SP
Fellow, American Society of Civil Engineers
LA Metro
Executive Officer, Environmental Compliance and Sustainability
Program Management
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[213.792.5777](tel:213.792.5777) C
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From: Alexander Wikstrom [<mailto:wikstrom@usc.edu>]
Sent: Monday, January 08, 2018 3:37 PM
To: Liban, Emmanuel
Subject: Division 20 Portal Widening Public Comment

Dear Dr. Liban,

I am a Central Los Angeles resident that makes frequent use of the Red and Purple lines. I am writing to approve of Metro's plans for the Division 20 Portal Widening and turnback tracks. I want the trains to run more frequently and prepare the system better for the Purple Line extension once it opens. I look forward to more projects like this to enhance Metro's service.

Best,

Alexander Wikstrom
University of Southern California
Master of Planning candidate

From: Dominguez, Andrina
To: [Sam Silverman](#); [Stacey Falcioni](#); [Cortez, Michael](#)
Cc: [Derek Hung \(DHung@webtaha.com\)](#); [Chester Britt](#); [Jason Jackson](#); [Harrington, Christina](#)
Subject: FW: Division 20 Widening and Turn back
Date: Monday, January 29, 2018 12:03:47 PM

FYI see emailed comment below.

From: Liban, Emmanuel
Sent: Monday, January 29, 2018 11:57 AM
To: Dominguez, Andrina
Cc: Liban, Emmanuel
Subject: FW: Division 20 Widening and Turn back

FYI

Cris B. Liban, D.Env., P.E., ENV SP
Fellow, American Society of Civil Engineers
LA Metro
Executive Officer, Environmental Compliance and Sustainability
Program Management
[213.922.2471](tel:213.922.2471) W
[213.792.5777](tel:213.792.5777) C
metro.net | facebook.com/losangelesmetro | @metrolosangeles
Metro provides excellence in service and support.

From: olie [<mailto:leftcoastolie@gmail.com>]
Sent: Monday, January 29, 2018 11:27 AM
To: Liban, Emmanuel
Subject: Division 20 Widening and Turn back

I absolutely support making the Metro more efficient and faster. Thank you!

Olie Smith

From: Dominguez, Andrina
To: [Sam Silverman](#); [Derek Hung](#); [Stacey Falcioni](#); [Chester Britt](#); [Jason Jackson](#); [Cortez, Michael](#); [Harrington, Christina](#); [Marquez, Matthew](#)
Subject: Fwd: Revised NOP for Division 20 Portal Widening and Turnback Facility
Date: Thursday, February 01, 2018 4:28:37 PM

FYI see comment below and please log.

Andrina Dominguez, ENV SP
LA Metro
Environmental Specialist
Environmental Compliance and Sustainability
213.418.3245 W (Gateway Headquarters)
213.893.7189 W (Regional Connector IPMO)
213.864.3286 C
metro.net | facebook.com/losangelesmetro | @metrolosangeles
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From: Liban, Emmanuel
Sent: Thursday, February 1, 2018 4:16:24 PM
To: Dominguez, Andrina
Subject: Fwd: Revised NOP for Division 20 Portal Widening and Turnback Facility

FYi

—

Cris B. Liban, D.Env., P.E., ENV SP

Fellow, American Society of Civil Engineers

LA Metro

Executive Officer, Environmental Compliance and Sustainability
Program Management
213.922.2471 W
213.792.5777 C
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Metro provides excellence in service and support.

From: James M Okazaki
Sent: Thursday, February 1, 16:07
Subject: Revised NOP for Division 20 Portal Widening and Turnback Facility

To: Cris B. Liban

Cc: Kristin Fukushima, Rey Fukuda Salinas, Chris Komai

Cris,

I had commented before about coordinating this Project with the West Santa Ana Branch LRT project, and that Metro should align the Tunnel for the WSAB project under the Division 20 yard, and daylight within the Yard east of Center St. In the latest briefing from Metro, and in their new plans, staff and consultants seem to have taken that concept to heart, and we appreciate that.

In the revised NOP for the Division 20 Project, Metro intends to buy and reuse the 100-120 Center St. building. I am wondering in that case, if it makes sense to realign Center St., because there is a huge job at this location. Also, would you please consider installing a sidewalk on the east side of the street next to your new building.

Thank you!

James Okazaki
(213) 249-3246

From: Dominguez, Andrina
To: [Sam Silverman](#); [Derek Hung](#); [Stacey Falcioni](#); [Jason Jackson](#); [Chester Britt](#); [Cortez, Michael](#); [Harrington, Christina](#); [Marquez, Matthew](#)
Subject: Fwd: Comments on Red Line Portal
Date: Thursday, February 01, 2018 4:25:19 PM

FYI see comment below and please log.

Andrina Dominguez, ENV SP
LA Metro
Environmental Specialist
Environmental Compliance and Sustainability
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213.893.7189 W (Regional Connector IPMO)
213.864.3286 C
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From: Liban, Emmanuel
Sent: Thursday, February 1, 2018 4:05:23 PM
To: Dominguez, Andrina
Subject: FW: Comments on Red Line Portal

Cris B. Liban, D.Env., P.E., ENV SP
Fellow, American Society of Civil Engineers
LA Metro
Executive Officer, Environmental Compliance and Sustainability
Program Management
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[213.792.5777](#) C
[metro.net](#) | [facebook.com/losangelesmetro](#) | [@metrolosangeles](#)
Metro provides excellence in service and support.

From: Paul Dyson [<mailto:pdyson@railpac.org>]
Sent: Thursday, February 01, 2018 3:55 PM
To: Liban, Emmanuel
Cc: Washington, Phillip
Subject: Comments on Red Line Portal

Any change to the Red Line configuration east of Los Angeles Union Station ("LAUS") should be designed and constructed to allow for a future station at First Street. It will soon be recognized that a station at First Street, connecting Metrolink, Amtrak, Gold Line and Red Line will become a necessity especially during upgrading and modernizing LAUS. Such a link would be time saving and convenient for many

passengers.

Paul J Dyson
President, Rail Passenger Association of California
pdyson@railpac.org



LITTLE TOKYO SERVICE CENTER

Positive Change for People and Places

231 E. Third Street, Suite G106, Los Angeles, CA 90013

Tel: 213.473.3030 | Fax: 213.473.3031 | www.LTSC.org

February 1, 2018

Cris B. Liban, Executive Officer, Environmental Compliance and Sustainability
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-16-9
Los Angeles, CA 90012

RE: new NOP of Division 20 portal widening

Dear Mr. Liban,

We are writing on behalf of the Little Tokyo Service Center (LTSC) in regards to the new Notice of Preparation for the Division 20 Portal Widening and Turnback Facility. LTSC has been part of Little Tokyo for over 35 years. As an affordable housing developer and service provider, we strongly value public projects that take the extra measure to minimize damage to the existing community as it works towards creating results that benefit the broader community in the long run.

First, we would like to make a small suggestion in regards to public communication. In the email notification, the link for the address takes you to a Compton address. We realize this site is near the LA River, so we made a quick google search with a variation of the address. So, in the future, we recommend Metro share a Zimas link instead in the emails or using the APN as well as the site address.

As you might know, we are a historic neighborhood that has endured many years of Metro construction including the Gold Line and the Regional Connector; we have seen many businesses close down due to the impacts of construction and real estate speculation. So given that, our main request with the Division 20 project is that it mitigate the construction impacts thoroughly. For example, we recommend the project include a Business Mitigation Fund for the small businesses and institutions nearby. We are particularly thoughtful of our neighborhood institutions including but not limited to Nishi Hongwanji Buddhist Temple (815 E 1st St, Los Angeles, CA 90012), Fukui Mortuary (707 E Temple St, Los Angeles, CA 90012), and Upper Crust Enterprises, Inc. (411 Center St, Los Angeles, CA 90012) and the impacts they will likely experience once the project begins construction.

Furthermore, we would like to receive ongoing information about the impacts of the purchase/acquisition of 100-120 N Santa Fe Ave, Los Angeles, CA 90012 and whether or not this would preclude or support WSAB from being able to build an alternative route that would avoid Vignes to minimize impact to our community serving legacy businesses and temple. As a reminder we are recommending that the WSAB subway alignment daylight in the Metro property east of Center and not on Center or on Vignes, in order to minimize impact to the aforementioned institutions/community serving businesses. Thank you for your time and consideration for this public comment. We are available for any clarification if needed.

Sincerely,


Dean Matsubayashi
Executive Director

From: Dominguez, Andrina
To: [Sam Silverman](#); [Derek Hung \(DHung@webtaha.com\)](mailto:DHung@webtaha.com); [Stacey Falcioni](#); [Chester Britt](#); [Jason Jackson](#); [Cortez, Michael](#); [Harrington, Christina](#); [Marquez, Matthew](#)
Subject: FW: LTCC letter for revised Division 20 NOP
Date: Friday, February 02, 2018 11:53:35 AM
Attachments: [20180201 LTCC Division 20 new NOP comment letter.doc](#)

FYI see attached letter from LTCC.

From: Liban, Emmanuel
Sent: Friday, February 02, 2018 11:01 AM
To: Dominguez, Andrina
Subject: FW: LTCC letter for revised Division 20 NOP

—

Cris B. Liban, D.Env., P.E., ENV SP
Fellow, American Society of Civil Engineers
LA Metro
Executive Officer, Environmental Compliance and Sustainability
Program Management
[213.922.2471](tel:213.922.2471) W
[213.792.5777](tel:213.792.5777) C
metro.net | facebook.com/losangelesmetro | @metrolosangeles
Metro provides excellence in service and support.

From: Kristin Fukushima [<mailto:kristin@littletokyola.org>]
Sent: Friday, February 02, 2018 10:53 AM
To: Liban, Emmanuel; Cortez, Michael
Cc: Rey Fukuda Salinas; Chris Komai; jokazaki@sbcglobal.net; jm dyk
Subject: LTCC letter for revised Division 20 NOP

Dear Cris Liban,

I hope this email finds you well. Please find attached the LTCC letter in response to the revised NOP for Division 20. Thanks in advance for your review and consideration.

Thanks,
Kristin

--
Kristin Fukushima
Managing Director

Little Tokyo Community Council
T: [\(562\) 895-3295](tel:562.895.3295)
E: kristin@littletokyola.org

www.littlekyola.org
www.sustainablelittlekyo.org
FB | IG



FUKUI MORTUARY, INC.

February 9, 2018

Cris B. Liban, Executive Officer, Environmental Compliance and Sustainability
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-16-9
Los Angeles, CA 90012

RE: Division 20 Portal Widening and Turnback Facility Notice of Preparation Public Comment


Dear Mr. Liban,

We are writing on behalf of Fukui Mortuary as well as the Community for which we have supported by serving the Japanese population upon the loss of a loved one at a time when no other funeral home would service us because of who we were. We have endured for 100 years by being an integral part of the growth of the Little Tokyo Community not just by serving their needs but by also supporting all organizations, churches, Temples and affiliates large and small.

As a Little Tokyo stakeholder, and a historic neighbor that has endured many years of Metro construction including the Gold Line and the Regional Connector, we have seen many businesses close down due to the impacts of construction and real estate speculation. Many of these businesses were also Japanese-American owned that had also had a very rich history in shaping our community. So, given that, our main request with the Division 20 project is that it mitigate the construction impacts thoroughly. For example, we recommend the project include a Business Mitigation Fund for the small businesses and institutions nearby. We are particularly thoughtful of our neighborhood institutions including but not limited to Nishi Hongwanji Buddhist Temple (815 E 1st St, Los Angeles, CA 90012), Fukui Mortuary (707 E Temple St, Los Angeles, CA 90012), and Upper Crust Enterprises, Inc. (411 Center St, Los Angeles, CA 90012).

Furthermore, we would like to be informed about the impacts of the purchase/acquisition of 100-120 N Santa Fe Ave, Los Angeles, CA 90012 and whether or not this would preclude WSAB being able to build a alternative route that would avoid Vignes to minimize impact to our community serving legacy businesses and temple. As a reminder we are recommending that the WSAB subway alignment daylight in the Metro property east of Center and not on Center or on Vignes, in order to minimize impact to the aforementioned institutions/community serving businesses.

Sincerely,


Gerald Fukui, President
Fukui Mortuary

707 E. Temple Street
Los Angeles, CA 90012
Tel 213.626.0441
Fax 213.617.2781
-mail info@fukuimortuary.com
License FD-808

Appendix L.3
Comment Log & Issues Matrix

Div.20 Comment Log & Issues Matrix



Stakeholder	Stakeholder Type	Project Phase	Date Received	Source	Category	Issue / Comment	Follow up Action	Lead	Notes	Database	Location	
COMPLETED												
3	Native American Heritage Commission (NAHC)	Stakeholder Group	NOP Round 1	10/23/17	Email	Cultural Resources	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency.	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 10/24/17 and again by Sam Silverman to AA Team on 10/24/17 Gayle Totton Associate Governmental Program Analyst 916-373-3714 1550 Harbor Blvd., Ste 100 West Sacramento, CA 95691	<input checked="" type="checkbox"/>	West Sacramento
4	Alexander Friedman	Interested Party	NOP Round 1	10/24/17	Email	Support, Scope & Transportation and Traffic	Dear Metro: Thank you for considering the project of improving the Division 20 portal turnback - including widening and the facility. Generally, I support the project, but only under one condition: the project must include building a new passenger station at/around the Arts District location / 6th Street. It truly makes no sense to have No passenger service past Union Station despite numerous tracks south of the Union Station. Please realize: the housing south-east of the Union Station has substantially grown, including the large One Santa Fe mixed-use development. Therefore, reliable passenger subway service is a "Must". I therefore strongly urge Metro to consider adding a passenger station in the Arts district, i.e. south / south-east of the Union Station, to meet increased demand and growing population in the area. This project will be critically important to the area. Thank you for your time and consideration. Sincerely, - Alexander Friedman (323) 465-8511	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Sam Silverman to AA Team on 10/24/17 Alexander Friedman 323-465-8511 alek3773@gmail.com	<input checked="" type="checkbox"/>	Unknown
5	Michael Hayes	Interested Party	NOP Round 1	10/24/17	Email	Support, Land Use and Planning, Scope & Transportation and Traffic	Hello Cris, I'm truly thankful that Metro is preparing to improve operational efficiency for both red and purple lines. I'm very much looking forward to reduced headways for both lines as a daily rider coming in from MacArthur Park BUT the bulk of my excitement about this project comes from the potential to put decking over the yards and creating a massive TOD for a completely urban center within such close proximity to so many jobs and homes. An efficient use of that space would include a station stop or two in the arts district that would increase ridership and usefulness of mass transit in the transit poor neighborhood. If metro could retain air rights or land, the eventual development atop could both subsidize metro's operation and continue to bolster ridership. In my opinion, it does not make sense to invest in infrastructural improvements without including practical use for riders from NoHo to the VA. Please add station stops in the Arts District and promote a truly urban transit oriented development as a demonstration of how Los Angeles must grow sustainably and appropriately with mass transit. Thank you, Michael Hayes 951.704.6849 michaehayes.la	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 10/25/17 Michael Hayes 951-704-6849 michaehayes.la	<input checked="" type="checkbox"/>	Unknown
6	California Department of Transportation (District 7)	Agency	NOP Round 1	10/30/17	Email	Transportation and Traffic	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency.	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 10/30/17 Alan Lin, P.E. Project Coordinator State of California Department of Transportation District 7, Office of Transportation Planning 100 South Main Street, MS 16 Los Angeles, CA 90012 213-897-8391 Office 213-897-1337 Fax alan.lin@dot.ca.gov	<input checked="" type="checkbox"/>	Los Angeles
7	Michael Lomeli Amay's Bakery & Noodle Co., Inc.	Interested Party	NOP Round 1	11/01/17	Email	General	See attachments. Metro follow-up email response to phone inquiry and thread attached.	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Michael Cortez to AA Team on 11/28/2017 Michael Lomeli Amay's Bakery & Noodle Co., Inc. P 213-626-2713 x106 michael@amaysbakery.com	<input checked="" type="checkbox"/>	Los Angeles
8	Rail Passenger Association of California and Nevada (Rail PAC)	Stakeholder Group	NOP Round 1	11/07/17	Email	Scope & Transportation and Traffic	Mr. Cortez/Ms Harrington: RailPAC would like to add to the agenda for discussion the desirability of an additional station at 1st Street. This would be constructed as an addition to the First Street bridge and would act as an interchange between the Gold and Red/Purple Lines and Metrolink. This will be especially important during the construction of new tracks at Union Station when it will be imperative to reduce traffic through LAUS. This station would also provide more convenient (shorter walk) connections between Red/Purple and Gold especially between the east side and west side. Metrolink passengers would have their trips reduced by 15 minutes in many cases. We also support a station at 6th and continued extension of the Purple Line to Boyle heights (Soto/Olympic old Sears site.) Regards, Paul Dyson President, Rail Passenger Association of California and Nevada 818 371 9516	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/07/2017 Paul Dyson President Rail Passenger Association of California and Nevada (RailPAC) 818-371-9516 pauldyson@yahoo.com	<input checked="" type="checkbox"/>	Sacramento
9	CREED LA	Stakeholder Group	NOP Round 1	11/08/17	Comment Sheet (submitted at mtg w/ hand-delivered letter)	Aesthetics, Land Use and Planning, Noise, Scope & Transportation and Traffic	See attachment	Included in Public Scoping Summary Report - February 2018	Metro	Comment Sheet submitted at Scoping meeting #2 on 11/8/2017 Jeff Modrzejewski Executive Director CREED LA 501 Shatto Pl 200 Los Angeles, CA 90020	<input checked="" type="checkbox"/>	Los Angeles
10	James M. Okazaki	Interested Party	NOP Round 1	11/08/17	Comment Sheet (submitted at mtg)	Transportation and Traffic	Given that this project is going to purchase ROW on the east side of Center St, please provide room to install the portal for the East Santa Ana Branch LRT, and not run the LRT on Vignes or Center St. It would be less impact to Little Tokyo and the Arts District if the subway portal for the East Santa Ana Branch alignment was built totally with the Metro ROW, east of Center St. - James M. Okazaki	Included in Public Scoping Summary Report - February 2018	Metro	Comment Sheet submitted at Scoping meeting #2 on 11/8/2017 James M. Okazaki Little Tokyo Community Council (LTCC) 2814 Carlisle Rd San Marino, CA 91108 213-249-3246 jokazaki@sbcglobal.net	<input checked="" type="checkbox"/>	Los Angeles
11	LApus	Stakeholder Group	NOP Round 1	11/08/17	Email	Air Quality, Greenhouse Gases, Land Use and Planning, Scope & Transportation and Traffic	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency.	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/08/17 Mark Vallianatos Director, LApus 626-375-8293 markvalli@gmail.com la-plus.org	<input checked="" type="checkbox"/>	Los Angeles
12	Sonia E. McIntosh	Interested Party	NOP Round 1	11/08/17	Comment Sheet (submitted at mtg)	General, Cultural Resources & Land Use and Planning	See attachment	Included in Public Scoping Summary Report - February 2018	Metro	Comment Sheet submitted at Scoping meeting #2 on 11/8/2017 Sonia E. McIntosh PO BOX 36153 Los Angeles, CA 90036	<input checked="" type="checkbox"/>	Los Angeles
13	St. Francis Xavier Japanese Catholic Church	Stakeholder Group	NOP Round 1	11/08/17	Comment Sheet (submitted at mtg)	Land Use and Planning	How about access to LA River at 1st Street Bridge? - Alan Kumamoto	Included in Public Scoping Summary Report - February 2018	Metro	Comment Sheet submitted at Scoping meeting #2 on 11/8/2017 Alan Kumamoto St. Francis Xavier Japanese Catholic Church 222 S Hewitt St Los Angeles, CA 90012 akumamoto@aol.com	<input checked="" type="checkbox"/>	Los Angeles
14												

Stakeholder	Stakeholder Type	Project Phase	Date Received	Source	Category	Issue / Comment	Follow up Action	Lead	Notes	Database	Location
15 Central City Association of Los Angeles (CCA)	Stakeholder Group	NOP Round 1	11/09/17	Email	Aesthetics, Land Use and Planning, Noise, Scope & Transportation and Traffic	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency.	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/13/17 Shane Phillips Director of Public Policy P 213-416-7535 F 213-624-0858 sphilips@ccaia.org ccaia.org	<input checked="" type="checkbox"/>	Los Angeles
16 Beverly Christiansen	Interested Party	NOP Round 1	11/14/17	Email	Aesthetics, Scope & Transportation and Traffic	See attachment Key Concerns: Arts District Red Line Station (station at 6th Street) Connections between the Arts District and the LA River	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/14/17 Beverly Christiansen SENIOR ASSOCIATE, STUDIO DIRECTOR bchristiansen@tca-arch.com 213-553-1100	<input checked="" type="checkbox"/>	Los Angeles
17 Joanne Kumamoto	Interested Party	NOP Round 1	11/14/17	Email	General	What would be the Division 20 Portal Widening and Turnback Facility health impact to the community? - Joanne Kumamoto	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/14/17 Joanne Kumamoto jkumamoto@aol.com	<input checked="" type="checkbox"/>	Los Angeles
18 L.A. Live Courtyard & Residence Inn	Stakeholder Group	NOP Round 1	11/14/17	Email	Support, Aesthetics, Scope & Transportation and Traffic	See attachment Key Concerns: Arts District Red Line Station (station at 6th Street) Connections between the Arts District and the LA River	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/14/17 Andrea Knowles Dual General Manager P 213-254-4971 Andrea.Knowles@marriott.com 901 W Olympic Blvd Los Angeles, CA 90015	<input checked="" type="checkbox"/>	Los Angeles
19 Omni Group	Stakeholder Group	NOP Round 1	11/14/17	Email	Land Use and Planning, Scope & Transportation and Traffic	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency. Key Concerns: Include an Arts District Purple/Red line Station at 6th Street Smart Growth	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/14/17 Mark Spector Senior Development Manager ONNI Group 315 W 9th St 801 Los Angeles, CA 90015 213-629-2041	<input checked="" type="checkbox"/>	Los Angeles
20 River LA	Stakeholder Group	NOP Round 1	11/14/17	Email	Aesthetics, Land Use and Planning, Noise, Scope & Transportation and Traffic	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency. Key Concern: Include an Arts District Purple/Red line Station at 6th Street	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/14/17 Jon Switaski River LA Director of External Affairs jon@riverla.org 310-625-4072	<input checked="" type="checkbox"/>	Los Angeles
21 South Coast Air Quality Management District (SCAQMD)	Agency	NOP Round 1	11/14/17	Email	Air Quality	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency.	Included in Public Scoping Summary Report - February 2018	Metro	Comment was sent via USPS and E-MAIL Message forwarded from Andrina Dominguez to AA Team on 11/14/17 Lijin Sun Program Supervisor, CEQA IGR Planning, Rule Development & Area Sources 21865 Copley Dr Diamond Bar, CA 91765	<input checked="" type="checkbox"/>	Diamond Bar
22 Rena Masten Leddy LA Fashion District BID	Stakeholder Group	NOP Round 1	11/15/17	Mailed Letter	Aesthetics, Land Use and Planning, Scope, Noise & Transportation and Traffic	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency. Key Concerns: Transit station on 6th street.	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 12/8/2017. Letter postmarked November 22, yet dated November 15th. Rena Masten Leddy Executive Director LA Fashion District (BID) 110 East 9th St A-1175 Los Angeles, CA 90079 P: 213-488-1153 F: 213-488-5159 info@fashiondistrict.org www.fashiondistrict.org	<input checked="" type="checkbox"/>	Los Angeles
23 South Park BID	Stakeholder Group	NOP Round 1	11/15/17	Email	General, Land Use and Planning, Scope & Transportation and Traffic	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency. Key Concern: Include an Arts District Purple/Red line Station at 6th Street	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/15/17 Ellen Riotto Executive Director South Park Business Improvement District 1100 S Flower St 3400 Los Angeles, CA 90015 ellen@southpark.la	<input checked="" type="checkbox"/>	Los Angeles
24 California High Speed Rail Authority (CHSRA)	Agency	NOP Round 1	11/16/17	Email	Support & Transportation and Traffic	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency.	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/16/17 Mark A. McLoughlin Director of Environmental Services 770 L St, Ste 620 Sacramento, CA 95814 916-403-6934 Mark.McLoughlin@hsr.ca.gov	<input checked="" type="checkbox"/>	Sacramento
25 Gary Kawaguchi Upper Crust Enterprises	Interested Party	NOP Round 1	11/16/17	Email	Transportation and Traffic	Chris. I am Gary Kawaguchi and we have a production facility located on 411 Center Street on the corner of Center St. and Ducommon St. We currently employ approximately 50 employees operating Monday through Friday 24 hours daily. I saw on the project map that there will be some extensive construction across Center Street in the near future. I spoke to Michael Cortez at Metro earlier to explain my concerns and he recommended for me to write my comment regarding this project. "My main concern for this project is the daily access of delivery and pick up onto our property by large freight trucks. Any street closure on Center Street and Ducommon Street would create major inconvenience for these trucks getting onto our property. I would highly recommend maintaining this access open for our business." Gary Kawaguchi UPPER CRUST ENTERPRISES, inc Your Source for Truly Authentic Japanese Panko garyk@uppercrustent.com Office (213) 217-4221 Cell (213) 706-0483	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/16/17 Gary Kawaguchi UPPER CRUST ENTERPRISES, Inc. Office 213-217-4221 Cell 213-706-0483 garyk@uppercrustent.com	<input checked="" type="checkbox"/>	Los Angeles
26 James M. Okazaki	Interested Party	NOP Round 1	11/16/17	Email	General, Scope & Transportation and Traffic	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency. Key Concerns: Coordinate with the WSAB Project in order to have the subway portal pop-up within the Metro ROW north of Temple St. on the east side of Center St. Metro Rail Station near 6th St. at the south end of the Division 20 Yard, and having it studied as part of Division 20 Scope of Work.	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/16/17 James M. Okazaki 213-249-3246 jokazaki@sbcglobal.net	<input checked="" type="checkbox"/>	Los Angeles
27 LA Business Federation (BizFed)	Stakeholder Group	NOP Round 1	11/16/17	Email	Scope	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency. Key Concerns: Arts District/Sixth Street station	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/21/2017 Mike Lewis Chair David Fleming Founding Chair Tracy Hernandez Founding CEO Jerard Wright Policy Manager jerard.wright@bizfed.org 6055 E Washington Blvd 260 Commerce, CA 90040	<input checked="" type="checkbox"/>	Commerce

Stakeholder	Stakeholder Type	Project Phase	Date Received	Source	Category	Issue / Comment	Follow up Action	Lead	Notes	Database	Location
28 Los Angeles / Orange County Building and Construction Trades Council	Stakeholder Group	NOP Round 1	11/16/17	Email	Aesthetics, General, Land Use and Planning, Noise, Scope & Transportation and Traffic	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency. Key Concerns: Metro Rail Station near 6th St	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/16/17 Ron Miller Executive Secretary Los Angeles/Orange Counties Building and Construction Trades Council 1626 Beverly Blvd Los Angeles, CA 90026 213-483-4222 rmiller@laocbuildingtrades.org	<input checked="" type="checkbox"/>	Los Angeles
29 Teddye Sluyter Coak Warner Music Group	Interested Party	NOP Round 1	11/16/17	Mailed Letter	Aesthetics, Land Use and Planning, Noise, Scope & Transportation and Traffic	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency. Key Concerns: Include an Arts District Purple/Red line Station at 6th Street in its Short Range Transportation Plan and Long Range Transportation Plan Study a Station as environmental mitigation for the storage and turnback facility. Environmental Concerns Active Transportation Smart Growth Connectivity	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/28/2017 Teddye Sluyter Coak Consulting Director of Special Projects Warner Music Group 3400 W Olive Ave Burbank, CA 91505	<input checked="" type="checkbox"/>	Burbank
30 Alexander Friedman	Interested Party	NOP Round 1	11/17/17	Email	Support & Scope	I generally support the Division 20 Portal Widening and Turnback Facility Project. However, as mentioned earlier - this project should absolutely include the station at the Arts district. Metro should understand this: - Subway tracks are already there; - Subway line is there; - Electrical supply (for subway trains) is there; - Customer demand is there; - Housing (with large mixed-use developments) is there; - The space for a future station is there. Everything is already laid-out -- providing perfect conditions for a train station! Therefore, the cost to install a street-level subway platform should be minimal -- and is only a fraction, comparing to building a tunnel and/or laying new tracks. It doesn't need to be a sophisticated station (like "Universal City"). But an at-grade train station can be built at a very affordable price. I am very disappointed that our new Metro CEO, Mr. Phil Washington, seems to lack proper vision for our train system -- and hence this is the real reason why he doesn't want to install a station there. Once again, the Arts District station is "Must", to be included with this project. Thank you. ~ Alexander Friedman	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/21/2017 Alexander Friedman 323-465-8511 alek3000@sbcglobal.net	<input checked="" type="checkbox"/>	Los Angeles
31 Art Share L.A.	Stakeholder Group	NOP Round 1	11/17/17	Email	Support & Scope	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency. Cheyanne Sauter, Art Share LA Executive Director, writing on behalf of Fixing Angelenos Stuck in Traffic (FAST). Key Concerns: Metro should identify a station at the Arts District	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/21/2017 Cheyanne Sauter Executive Director Art Share LA 801 E 4th Pl Los Angeles, CA 90013 310-926-6657 cell 213-687-4278 office cheyanne@artsharela.org	<input checked="" type="checkbox"/>	Los Angeles
32 FAST	Stakeholder Group	NOP Round 1	11/17/17	Email	Scope & Land Use and Planning	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency. Key Concerns: Arts District/Sixth Street Station	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/21/2017 Hilary Norton FAST Executive Director 445 S Figueroa St, Ste 2290 Los Angeles, CA 90071 213-448-2900 hnorton@tpgre.com	<input checked="" type="checkbox"/>	Los Angeles
33 Green Commuter	Stakeholder Group	NOP Round 1	11/17/17	Email	Aesthetics, General, Land Use and Planning, Noise, Scope & Transportation and Traffic	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency. Key Concerns: Metro Rail Station near 6th St Growing need for Transit Environmental Concerns Active Transportation Smart Growth Good Transportation Planning	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/17/2017 Gustavo Occhiuzzo CEO Green Commuter 525 S Hewitt St Los Angeles, CA 90013 gustavo@greencommuter.org 818-535-9391	<input checked="" type="checkbox"/>	Los Angeles
34 LA Chamber of Commerce	Stakeholder Group	NOP Round 1	11/17/17	Email	Scope	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency. Key Concerns: Metro Rail Station near 6th St	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/17/2017 Gary Toebben President & CEO Los Angeles Area Chamber of Commerce 350 S Bixel St Los Angeles, CA 90017 gtoebben@lachamber.com	<input checked="" type="checkbox"/>	Los Angeles
35 Little Tokyo Community Council (LTCC)	Stakeholder Group	NOP Round 1	11/17/17	Email	General, Greenhouse Gasses & Transportation and Traffic	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency. Key Concerns: Potential impact or interference with the West Santa Ana Branch alternative route LTCC Need more information on proposed expansion of footprint of the storage tracks	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/21/2017 Kristin Fukushima Managing Director 106 1/2 Judge John Aiso Street, Ste 172 Los Angeles, CA 90012 kristin@littletokyoia.org 562-895-3295	<input checked="" type="checkbox"/>	Los Angeles
36 Little Tokyo Service Center (LTSC)	Stakeholder Group	NOP Round 1	11/17/17	Email	General, Greenhouse Gasses & Transportation and Traffic	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency. Key Concerns: No interference with the WSAB alternative route Need additional information on the proposed expansion of the footprint of the storage racks Request to include information on WSAB, CHSR and Metro ESOS project impacts in this project's EIR	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/21/2017 Dean Matsubayashi Executive Director 231 E Third St G-106 Los Angeles, CA 90013 213-473-3030 Rey Fukuda Little Tokyo Project Manager and Planner 213-473-1609 rfukuda@ltsc.org 231 E Third St G-106 Los Angeles, CA 90013	<input checked="" type="checkbox"/>	Los Angeles
37 Metrolink - Southern California Regional Rail Authority (SCRRA)	Agency	NOP Round 1	11/17/17	Email	Support & Transportation and Traffic	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency. Key Concerns: Turnback facility will be constructed immediately adjacent to the Metro owned right of way where Metrolink and Amtrak trains operate. Impacts to Link US Project	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/21/2017 Roderick Diaz Director, Planning and Development One Gateway Plaza, 12th Fl Los Angeles, CA 90012 213-452-0455 diaz@scrra.net	<input checked="" type="checkbox"/>	Los Angeles
38 Michael Lomeli Amay's Bakery & Noodle Co., Inc.	Interested Party	NOP Round 1	11/17/17	Email	Aesthetics, Land Use and Planning, Noise, Scope & Transportation and Traffic	See attachment Key Concerns: Street Closures Noise/Vibrations Air Quality/Pollution Use of Surrounding Land/Aesthetics	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/21/2017 Michael Lomeli Amay's Bakery & Noodle Co., Inc. P 213-626-2713 x106 michael@amaysbakery.com	<input checked="" type="checkbox"/>	Los Angeles

Stakeholder	Stakeholder Type	Project Phase	Date Received	Source	Category	Issue / Comment	Follow up Action	Lead	Notes	Database	Location
39 Partho Kalyani	Interested Party	NOP Round 1	11/17/17	Email	Support & Scope	I am in full support of this project if it includes an Arts District Red/purple line station. This is a MUST. Be creative with financing, EIFD or Station-related development. This would be a missed opportunity otherwise. Thanks ~ Partho Kalyani Board Member, West Los Angeles Sawtelle Neighborhood Council	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/21/2017 Partho Kalyani parthokalyani@gmail.com	<input checked="" type="checkbox"/>	Los Angeles
40 Yuval Bar-Zemer	Interested Party	NOP Round 1	11/17/17	Email	Aesthetics, Land Use and Planning & Transportation and Traffic	See attachment Project opposition due to " aggressive expansion and private land taking in the arts District by Metro"	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/21/2017. Yuval Bar-Zemer yuval@linear-city.com	<input checked="" type="checkbox"/>	Los Angeles
41 Nick R.	Interested Party	NOP Round 2	01/04/18	Email	Land Use and Planning	I write to you today as an attorney who resides in the area. The Arts District will soon be one of the highest price per square feet areas in Los Angeles for residential housing. I believe that while the proposed project may help relieve traffic to/from union station, it will miss the larger goal of revitalizing Downtown Los Angeles. I believe that within several years, the LA River and adjacent spaces will be on the verge of becomes the center of the area. I know that there are already projects funded by the city to revitalize the area. Your project will hinder the effectiveness of these future projects and development. By building industrial and transportation spaces right along the river, and taking over spaces adjacent to the river, this project will be a negative factor in the future development of the area. We need local parks, walking and bike paths instead of larger industrial train areas. In other words, another negative impact of the project will be to the potential of future projects and future development. I do not believe you listing "Aesthetics" as an adequate representation of all of these negative impacts. I hope that one day the Arts District is the Chealse, NYC of Los Angeles, with the LA River being the Highline of LA. This project jeopardizes future development and tax revenue for the city. Thank you!	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 01/08/18. Nick R. nickrab@gmail.com	<input checked="" type="checkbox"/>	Los Angeles
42 South Coast Air Quality Management District (SCAQMD)	Agency	NOP Round 2	01/05/18	Email	Air Quality	Mr. Liban, SCAQMD staff received the revised NOP for the proposed Division 20 Portal Widening/Turnback Facility (SCAQMD IGR Control Number: LAC180104-08). On November 14, 2017, IGR staff submitted timely comments on the original NOP (SCAQMD IGR Control Number: LAC171013-07), which is available at: http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/nop-division20portal-111417.pdf . Since the revised NOP is a result of acquisition of one property with no changes to the project description from the initial NOP, please advise if Metro, the Lead Agency for this project, will consider and evaluate SCAQMD staff's comments on the original NOP and include those comments in the administrative record. Thank you, Lijin Sun, J.D. Program Supervisor, CEQA IGR	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 01/29/18. Lijin Sun, J.D. Program Supervisor, CEQA IGR South Coast Air Quality Management District 21865 Copley Drive, Diamond Bar, CA 91765 Direct: (909) 396-3308 Fax: (909) 396-3324 LSun@aqmd.gov	<input checked="" type="checkbox"/>	Diamond Bar
43 Alexander Wikstrom	Interested Party	NOP Round 2	01/08/18	Email	Support	Dear Dr. Liban, I am a Central Los Angeles resident that makes frequent use of the Red and Purple lines. I am writing to approve of Metro's plans for the Division 20 Portal Widening and turnback tracks. I want the trains to run more frequently and prepare the system better for the Purple Line extension once it opens. I look forward to more projects like this to enhance Metro's service. Best, Alexander Wikstrom University of Southern California Master of Planning candidate wikstrom@usc.edu	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 01/29/18. Alexander Wikstrom University of Southern California Master of Planning candidate wikstrom@usc.edu	<input checked="" type="checkbox"/>	Los Angeles
44 Native American Heritage Commission (NAHC)	Stakeholder Group	NOP Round 2	01/09/18	Email	Cultural Resources	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency.	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 01/09/18. Gayle Totton Associate Governmental Program Analyst 916-373-3714 1550 Harbor Blvd., Ste 100 West Sacramento, CA 95691	<input checked="" type="checkbox"/>	West Sacramento
45 Olie Smith	Interested Party	NOP Round 2	01/29/18	Email	Support	I absolutely support making the Metro more efficient and faster. Thank you! Olie Smith	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 01/29/18. Olie Smith leftcoastolie@gmail.com	<input checked="" type="checkbox"/>	Unknown
46 California High Speed Rail Authority (CHSRA)	Agency	NOP Round 2	01/31/18	Email	General	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency.	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 02/15/18. Mark A. McLoughlin Director of Environmental Services 770 L St, Ste 620 Sacramento, CA 95814 916-403-6934 Mark.McLoughlin@hsr.ca.gov	<input checked="" type="checkbox"/>	Sacramento
47 James M. Okazaki	Interested Party	NOP Round 2	02/01/18	Email	Land Use and Planning & Transportation & Traffic	Cris, I had commented before about coordinating this Project with the West Santa Ana Branch LRT project, and that Metro should align the Tunnel for the WSAB project under the Division 20 yard, and daylight within the Yard east of Center St. In the latest briefing from Metro, and in their new plans, staff and consultants seem to have taken that concept to heart, and we appreciate that. In the revised NOP for the Division 20 Project, Metro intends to buy and reuse the 100-120 Center St. building. I am wondering in that case, if it makes sense to realign Center St. because there is a huge job at this location. Also, would you please consider installing a sidewalk on the east side of the street next to your new building. Thank you! James Okazaki (213) 249-3246	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 02/02/18. James Okazaki (213) 249-3246 jokazaki@sbcglobal.net	<input checked="" type="checkbox"/>	Unknown
48 Rail Passenger Association of California (RPAC)	Stakeholder Group	NOP Round 2	02/01/18	Email	Scope	Subject: Comments on Red Line Portal Any change to the Red Line configuration east of Los Angeles Union Station ("LAUS") should be designed and constructed to allow for a future station at First Street. It will soon be recognized that a station at First Street, connecting Metrolink, Amtrak, Gold Line and Red Line will become a necessity especially during upgrading and modernizing LAUS. Such a link would be time saving and convenient for many passengers. Paul J Dyson President, Rail Passenger Association of California pdyson@railpac.org	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 02/02/18. Paul J Dyson President, Rail Passenger Association of California pdyson@railpac.org	<input checked="" type="checkbox"/>	Unknown
49 Little Tokyo Community Council (LTCC)	Stakeholder Group	NOP Round 2	02/02/18	Email	General, Land Use and Planning, & Transportation and Traffic	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency.	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 02/02/18. Kristin Fukushima Managing Director Little Tokyo Community Council T: (562) 895-3295 E: kristin@littletokyo.org www.littletokyo.org www.sustainablelittletokyo.org	<input checked="" type="checkbox"/>	Los Angeles
50 Little Tokyo Service Center (LTSC)	Stakeholder Group	NOP Round 2	02/02/18	Email	General, Land Use and Planning, & Transportation and Traffic	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency.	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 02/02/18. Ray Fukuda Little Tokyo Project Manager and Planner 213-473-1609 rfukuda@ltsc.org LITTLE TOKYO SERVICE CENTER 231 E Third Street G-106 Los Angeles, CA 90013 www.ltsc.org	<input checked="" type="checkbox"/>	Los Angeles

Stakeholder	Stakeholder Type	Project Phase	Date Received	Source	Category	Issue / Comment	Follow up Action	Lead	Notes	Database	Location
Fukui Mortuary c/o Little Tokyo Community Council (LTCC)	Stakeholder Group	NOP Round 2	02/09/18	Email	General, Land Use and Planning, & Transportation and Traffic	<p>We are writing on behalf of Fukui Mortuary as well as the Community for which we have supported by serving the Japanese population upon the loss of a loved one at a time when no other funeral home would service us because of who we were. We have endured for 100 years by being an integral part of the growth of the Little Tokyo Community not just by serving their needs but by also supporting all organizations, churches, Temples and affiliates large and small.</p> <p>As a Little Tokyo stakeholder, and a historic neighbor that has endured many years of Metro construction including the Gold Line and the Regional Connector, we have seen many businesses close down due to the impacts of construction and real estate speculation. Many of these businesses were also Japanese-American owned that had also had a very rich history in shaping our community. So, given that, our main request with the Division 20 project is that it mitigate the construction impacts thoroughly. For example, we recommend the project include a Business Mitigation Fund for the small businesses and institutions nearby. We are particularly thoughtful of our neighborhood institutions including but not limited to Nishi Hongwanji Buddhist Temple (815 E. 1st St. Los Angeles, CA 90012), Fukui Mortuary (707 E Temple St. Los Angeles, CA 90012), and Upper Crust Enterprises, Inc. (411 Center St. Los Angeles, CA 90012).</p> <p>Furthermore, we would like to be informed about the impacts of the purchase/acquisition of 100-120 N Santa Fe Ave. Los Angeles, CA 90012 and whether or not this would preclude WSAB being able to build an alternative route that would avoid Vignes to minimize impact to our community serving legacy businesses and temple. As a reminder we are recommending that the WSAB subway alignment daylight in the Metro property east of Center and not on Center or on Vignes, in order to minimize impact to the aforementioned institutions/community serving businesses.</p> <p>Sincerely, Gerald Fukui, President Fukui Mortuary</p>	Included in Public Scoping Summary Report - February 2018	Metro	<p>Message forwarded from Andrina Dominguez to AA Team on 02/09/18.</p> <p>Gerald Fukui Fukui Mortuary geraldfukui@gmail.com</p> <p>c/o Kristin Fukushima Managing Director</p> <p>Little Tokyo Community Council T: (562) 895-3295 E: kristin@littletokyo.org www.littletokyo.org www.sustainablelittletokyo.org</p>	<input checked="" type="checkbox"/>	Los Angeles

APPENDIX B

Air Quality and Greenhouse Gas Technical Memorandum

MEMORANDUM

TO: Andrina Dominguez, ENV SP
Los Angeles County Metropolitan Transportation Authority (Metro)

FROM: Anders Sutherland, Environmental Scientist
Terry A. Hayes Associates Inc.

DATE: March 8, 2018

RE: Division 20 Portal Widening/Turnback Facility Project - Air Quality and Greenhouse Gas Technical Memorandum

Terry A. Hayes Associates Inc. (TAHA) is pleased to submit this Air Quality and Greenhouse Gas (GHG) Emissions Technical Memorandum for the Division 20 Portal Widening/Turnback Facility Project (Proposed Project). The analysis assesses potential impacts associated with the Proposed Project. Impact conclusions relevant to provisions of the California Environmental Quality Act (CEQA) are summarized in **Table 1**.

Table 1. Summary of Impact Statements

Impact Statement	Level of Significance	Mitigation Measures
AIR QUALITY		
Would the Proposed Project conflict with or obstruct implementation of the applicable air quality plan?	Less-Than-Significant Impact	None Applicable
Would the Proposed Project violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Less-Than-Significant Impact	None Applicable
Would the Proposed Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	Less-Than-Significant Impact	None Applicable
Would the Proposed Project expose sensitive receptors to substantial pollutant concentrations?	Less-Than-Significant Impact	None Applicable
Would the Proposed Project create objectionable odors affecting a substantial number of people?	Less-Than-Significant Impact	None Applicable
GREENHOUSE GAS EMISSIONS		
Would the Proposed Project generate greenhouse gas emissions—either directly or indirectly—that may have a significant impact on the environment?	Less-Than-Significant Impact	None Applicable
Would the Proposed Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing greenhouse gas emissions?	Less-Than-Significant Impact	None Applicable
SOURCE: TAHA, 2018.		



PROJECT DESCRIPTION

The Project Site is regionally located in the northeast edge of downtown Los Angeles, in Los Angeles County, as shown in Figure 1. The Division 20 Rail Yard is an approximately 45-acre site that supports the Metro Red and Purple Lines' train storage and maintenance facilities. It is generally bounded by the Los Angeles River to the east, Santa Fe Avenue to the west, Ducommun Street to the north, and the 6th Street Bridge to the south. The footprint of the Proposed Project, including expansion of the existing boundaries west towards Santa Fe Avenue and north towards Commercial Street, are shown in Figure 2. The western boundary of the Project Site includes commercial/industrial properties along Santa Fe Avenue, as well as the One Santa Fe (OSF) mixed-use complex immediately south of the 1st Street Bridge. Immediately to the south and southwest of the Project Site is the Arts District, which is comprised of residential, industrial, and commercial uses, and art galleries and exhibition warehouse spaces. Land uses to the north include commercial/industrial buildings, and the Los Angeles River is located to the east beyond freight rail tracks.

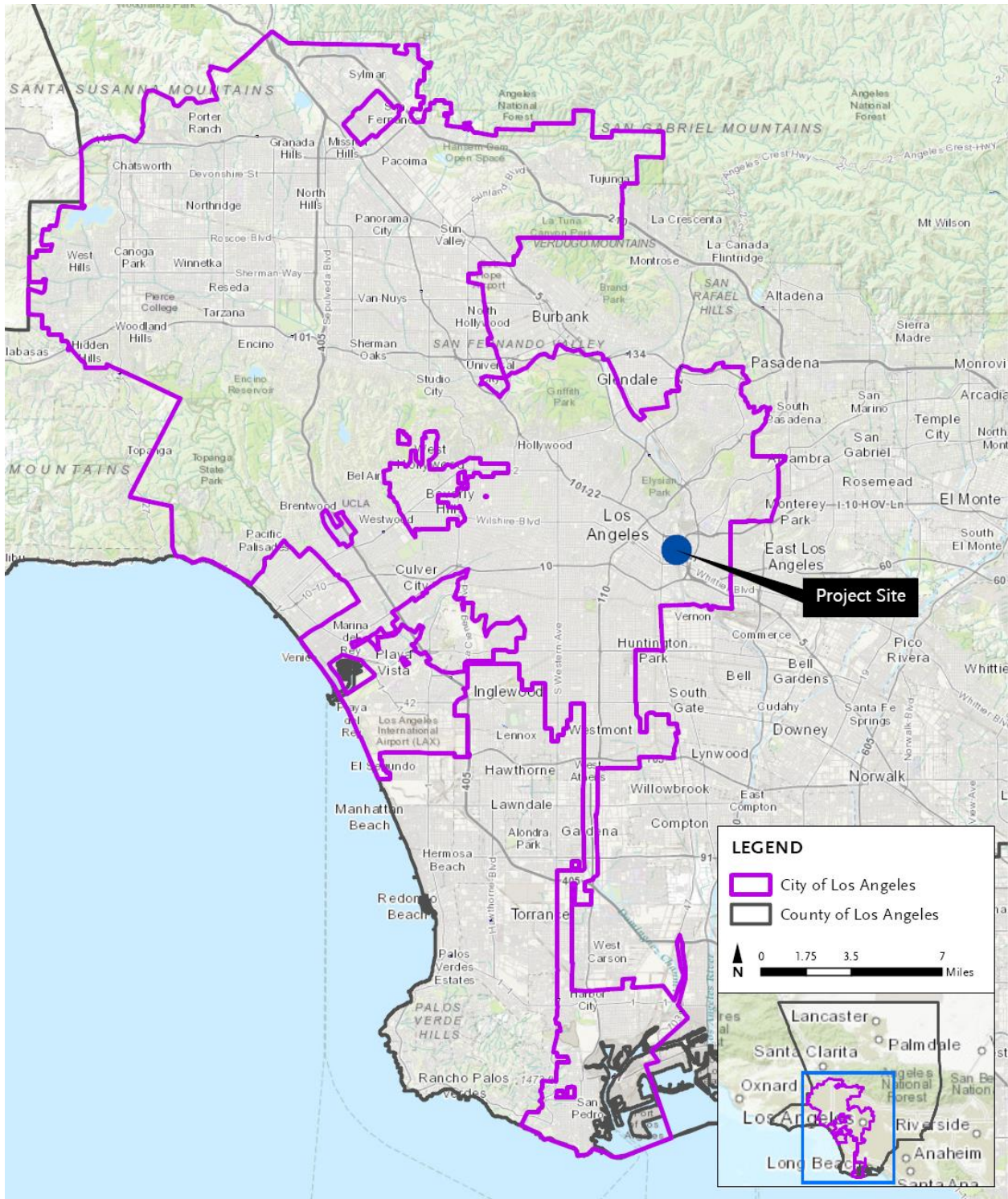
The Proposed Project includes widening of the portal for the Metro Red and Purple Lines, construction of new storage tracks, and the provision of a new turnback facility. Specifically, the Proposed Project components, also shown in Figure 2, include:

- Widening the tunnel portal that currently connects the Metro Red and Purple Lines to the Rail Yard, including construction of a new ventilation shaft building;
- Constructing new storage tracks;
- Reconfiguring existing tracks and access roads to accommodate a turnback facility;
- Installing a new traction power substation (TPSS) and emergency backup power generator;
- Expanding the Rail Yard west, into areas currently occupied by the Citizens Warehouse/Lysle Storage Company building, the LAPD Viertel's Central Division Police Garage, and the National Cold Storage facility;
- Repurposing an existing building at 100-120 North Santa Fe Avenue for MOW activities;
- Modifying the 1st Street Bridge piers and superstructure; and
- Vacating portions of three City streets (i.e., Jackson, Banning, and Ducommun Streets east of Center Street).

The successful implementation of these components would necessitate the demolition of the existing MOW Location 61A building and the National Cold Storage facility, as well as the modification of the Citizens Warehouse/Lysle Storage Company building. Additionally, streetscape improvements and a physical safety perimeter would be installed for the integration of the Proposed Project into its surrounding urban environment.

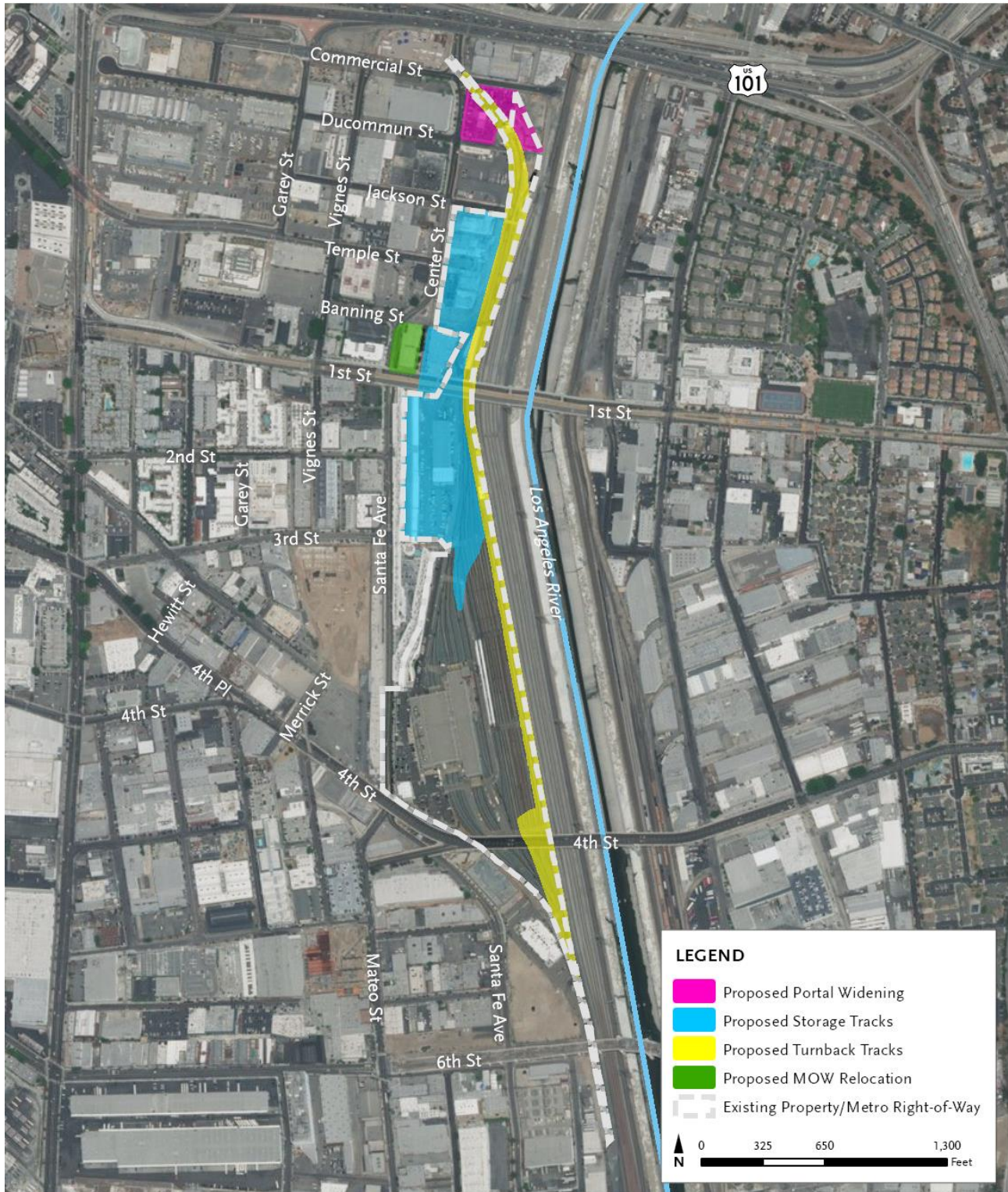
The Proposed Project requires the expansion of the Division 20 Rail Yard to the west. The properties that would be affected by this expansion include the vacant Citizens Warehouse/Lysle Storage Company Building, the LAPD's Viertel's Central Division Police Garage, and a commercial building located at 100-120 North Santa Fe Avenue. The Proposed Project would also expand the Division 20 Rail Yard into areas currently occupied by the National Cold Storage facility, which is vacant and has been acquired by Metro. The Proposed Project would also require the vacation of portions of three City streets (i.e., Jackson, Banning, and Ducommun Streets east of Center Street).

Figure 1. Regional and Project Site Location



Source: Terry A. Hayes Associates Inc., 2017.

Figure 2 Project Area



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

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

AIR QUALITY METHODOLOGY AND SIGNIFICANCE THRESHOLDS

Air quality jurisdiction in California is allocated regionally to air quality management districts and air pollution control districts by geographic areas, either by air basin or by county. The South Coast Air Quality Management District (SCAQMD) is the air pollution control agency for all of Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino counties, a geographic region referred to as the South Coast Air Basin (SCAB). Air quality assessments for CEQA projects within the SCAQMD jurisdiction are conducted in accordance with the SCAQMD CEQA Air Quality Analysis Handbook. The SCAQMD guidance states that emissions of air pollutants that would be generated by construction and operation of a Proposed Project shall be quantified and compared to the SCAQMD Air Quality Significance Thresholds. The recommended tool for quantifying air pollutant emissions from land use development projects is the California Emissions Estimator Model (CalEEMod).

CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions associated with both construction and operations of a variety of land use projects. The model quantifies direct emissions from construction and operational activities (include vehicle trips), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. Default data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) have been populated within the model using data provided by the various California Air Districts to account for local requirements and conditions. CalEEMod was used to quantify emissions of criteria air pollutants that would be generated by construction of the Proposed Project. Implementation of the Proposed Project would not introduce a new substantial permanent source of air pollutant emissions into the Project Area; therefore, operational conditions are evaluated qualitatively.

Construction of the Proposed Project is anticipated to begin in early Spring 2019 and finish in Fall 2023, followed by several months of testing and commissioning prior to opening for use in November 2023. General activity phases that would occur during construction of the Proposed Project include demolition of structures and widening of the existing Division 20 portal, modification of the existing 1st Street Bridge, grading and excavation to level the Project Site, installation of the new storage tracks, construction of the turnback tracks (facility), renovation of 100–120 North Santa Fe and relocation of MOW activities, and installation of a new Traction Power Substation (TPSS) and Emergency Backup Power Supply (EBPS). It is proposed that the first two phases of construction activity may utilize up to eight pieces of construction equipment per day, and that the latter two phases of construction activity would utilize up to 10 pieces of construction equipment per day.

As a conservative approach, the air quality impact assessment assumed that the entire equipment inventory for each phase would be operating continuously for eight hours per day to estimate maximum potential emissions of air pollutants during a shift. It is highly unlikely that during the course of a shift all construction equipment would be utilized simultaneously and continuously without any breaks. However, to characterize maximum possible emissions that could occur over a given day taking into account dual shifts and overlap of construction activities, the air quality impact assessment also considers the additive emissions from the successive construction activities with the greatest magnitude of emissions (Demolition/Portal Widening + Excavation/Grading). This extreme hypothetical parameterization represents the worst case scenario that is reasonably foreseeable within a day of construction activity.

Demolition activities would raze and remove approximately 306,875 square feet (sq. ft.) of existing building structures resulting in a maximum of 15 truckloads per day to dispose of debris, and excavation would involve the displacement and disposal of approximately 100,000 cubic yards (CY) of material at an off-site facility resulting in a maximum of 25 truckloads per day. It was assumed that installation of the new storage tracks and construction of the turnback facility would require a maximum of 10 truckloads of material deliveries per day for the purposes of emissions modeling. Overlapping activities could generate up to 50 total truck trips per day. Air pollutant emissions were estimated for construction equipment exhaust, worker vehicle and truck trips, and fugitive dust associated with excavation, grading, and material transfer. Detailed CalEEMod emissions modeling files containing project data are provided in **Appendix A**.

Operation of the Proposed Project would involve similar activities to those currently ongoing in the rail yard, although the expanded facility will accommodate 282 heavy rail vehicles instead of the 104 under existing conditions. The movement of these heavy rail vehicles within the rail yard is powered by electric propulsion and would not generate air pollutant emissions, therefore operation of the Proposed Project would not introduce any new stationary or mobile sources of emissions located on the Project Site. However, approximately 107 additional employees will be required to conduct operational activities following the completion of construction activities, who would commute through a combination of single-occupancy vehicles, carpools, and public transit. For the purposes of the air quality assessment, it was conservatively assumed that all 107 new employees would commute individually and associated mobile source emissions were quantified starting in 2023. Detailed operational trip emissions calculations are provided in **Appendix A**.

In accordance with Appendix G of the CEQA Guidelines, the Proposed Project would have a significant impact related to air quality if construction or operation would:

- AQ-1 Conflict with or obstruct implementation of the applicable air quality plan;
- AQ-2 Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- AQ-3 Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone [O₃] precursors);
- AQ-4 Expose sensitive receptors to substantial pollutant concentrations; or
- AQ-5 Create objectionable odors affecting a substantial number of people.

The CEQA Guidelines allow for air quality management districts to establish regionally-specific thresholds of significance to guide air quality assessments and significance determinations under CEQA. The SCAQMD has promulgated Air Quality Significance Thresholds to assist in the determination process for CEQA air quality assessments.¹ The thresholds were devised to provide environmental professionals with quantitative metrics for determining the potential significance of air pollutant emissions within the Basin, and whether those emissions would impede regional air quality improvement efforts. Using air dispersion modeling of the comprehensive regional emissions inventory, the SCAQMD determined that construction and operation of individual projects within the Basin could release mass quantities of air pollutants into the atmosphere on a daily basis without compromising or conflicting with regional efforts to improve air quality.

¹SCAQMD, *Air Quality Significance Thresholds*, March 2015.

The SCAQMD established separate sets of threshold values applicable to regional and localized emissions. Regional emissions refer to air pollutant emissions generated by all sources associated with a project, including those located on the project site as well as emissions resulting from off-site activities such as mobile vehicle trips. Regional Air Quality Significance Thresholds were developed for maximum allowable daily emissions of volatile organic compounds (VOC), nitrogen oxides (NO_x), carbon monoxide (CO), sulfur oxides (SO_x), respirable particulate matter less than 10 microns in diameter (PM₁₀), and fine particulate matter less than 2.5 microns in diameter (PM_{2.5}). Controlling emissions of these pollutants within the Basin is a critical component of SCAQMD efforts to improve regional air quality and meet the provisions and objectives of the Air Quality Management Plan (AQMP), the applicable regional air quality planning document. The regional Air Quality Significance Thresholds for mass daily emissions are shown in Table 2.

Table 2 SCAQMD Air Quality Significance Thresholds – Mass Daily Thresholds

POLLUTANT	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
CONSTRUCTION						
Regional Threshold (lb/day)	75	100	550	150	150	55
Localized Threshold (lb/day)	--	108	1,048	--	8	5
OPERATION						
Regional Threshold (lb/day)	55	55	550	150	150	55
Note: LST values selected for 2-acre daily disturbance based on equipment inventory and 25-meter receptor distance in SRA 1. SOURCE: SCAQMD, 2015; 2009.						

In addition to the regional Mass Daily Thresholds, the SCAQMD developed threshold concentrations specifically applicable to localized emissions in order to prevent public health concerns. Localized emissions refer only to air pollutant emissions generated by sources located on the project site that are more likely to affect nearby sensitive receptors. According to the SCAQMD, localized emissions would result in a significant air quality impact if pollutant concentrations were to exceed the following threshold values at a sensitive receptor location:

- Localized concentrations of CO exceed the one-hour standard of 20 ppm or the eight-hour standard of 9.0 ppm;
- Localized concentrations of NO₂ exceed the one-hour standard of 0.18 ppm; and/or
- Localized concentrations of PM₁₀ or PM_{2.5} exceed 10.4 µg/m³.

To evaluate the likelihood that localized emissions from sources at construction sites could result in air pollutant concentrations exceeding these thresholds, the SCAQMD developed Localized Significance Threshold (LST) values applicable to NO_x, CO, PM₁₀, and PM_{2.5}. The methodology utilized by the SCAQMD to calculate the LST values based on project site location in a Source Receptor Area (SRA), lot size, and proximity of sensitive receptors is comprehensively described in the *Final Localized Significance Threshold Methodology* document.² The SCAQMD divided its jurisdiction geographically into SRAs based on the location of air monitoring stations used to characterize ambient air quality and the local emission inventories present throughout the Basin. The Project Site is located in SRA 1 Central Los Angeles County. The applicable LST values are shown in Table 2 above.

²SCAQMD, *Final Localized Significance Threshold Methodology*, Revised July 2008.

The *SCAQMD Fact Sheet for Applying CalEEMod Localized Significance Thresholds* and the *Appendix C Mass Rate Lookup Tables* were consulted to determine the appropriate LST values for the air quality assessment.^{3,4} The threshold values used for this analysis—presented in Table 2 above—are specific to a construction site in SRA 1 with a two-acre daily disturbance area based on the construction equipment inventory and a sensitive receptor within 25 meters of the site boundary. These assumptions are consistent with the Proposed Project’s construction scenario, in that maximum daily ground disturbance activity during grading and excavation would require up to two scrapers on the Project Site, each of which can cover an area of one acre per day according to the SCAQMD. Furthermore, the OSF residential development is situated along the boundary of the Proposed Project site, and therefore the LST value for the closest receptor proximity is appropriate.

AIR QUALITY IMPACT ANALYSIS

The ensuing discussions address the potential significance of air quality impacts associated with construction and operation of the Proposed Project in accordance with the Appendix G Environmental Checklist criteria. Where appropriate, the SCAQMD Air Quality Significance Thresholds are invoked to substantiate the significance determinations.

AQ-1 Would the Proposed Project conflict with or obstruct implementation of the applicable air quality plan?

Impact Analysis

Less-Than-Significant Impact. The following analysis addresses the potential for impacts during construction and operational activities.

Construction

The applicable air quality plan for the Proposed Project is the SCAQMD 2016 Air Quality Management Plan (AQMP), which is based on growth projections assessed in the Southern California Association of Governments (SCAG) 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) related to population and employment, and associated vehicle miles traveled (VMT). The “on-road emissions” 2016 AQMP budgets are developed based on the regional planning documents that are prepared by SCAG. The Proposed Project is included in the 2016-2040 RTP/SCS under Project ID 1TL0703. The 2016-2040 RTP/SCS was found by FHWA and FTA to be in conformity with the State Implementation Plan on June 1, 2016. The 2016 AQMP emissions budget is also based on growth projections assessed in the 2016–2040 RTP/SCS related to population and employment, and associated vehicle miles traveled (VMT).

According to the SCAQMD, there are two key indicators of consistency with the 2016 AQMP: 1) whether the Proposed Project would result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the 2016 AQMP; and 2) whether the Proposed Project would cause the

³SCAQMD, *Fact Sheet for Applying CalEEMod to Localized Significance Thresholds*, 2013.

⁴SCAQMD, *Localized Significance Threshold Appendix C - Mass Rate LST Look-Up Table*, October 2009.

Project Area to exceed the forecasted growth incorporated into the 2016 AQMP. Construction of the Proposed Project is evaluated in the context of both of these indicators.

The first consistency indicator is whether the Proposed Project would violate the ambient air quality standards. Construction emissions associated with development of the Proposed Project would not have a long-term impact on the region's ability to meet California and federal air quality standards. As shown under the impact discussion for Criterion 3.2.2, maximum daily emissions of air pollutants from construction activities would not exceed regional or localized significance threshold values.

In addition, construction activities associated with the Proposed Project would comply with State and local strategies designed to control air pollution, such as SCAQMD Rules 402 and 403 and the Metro Green Construction Policy. SCAQMD Rule 403 requires the watering of unpaved surfaces disturbed by construction activities and limiting vehicle speeds to 15 miles per hour on unpaved surfaces. The Metro Green Construction Policy requires the use of heavy-duty construction equipment meeting Tier 4 engine specifications. These assumptions were built into the emissions modeling. By adhering to the stringent SCAQMD and Metro rules and regulations pertaining to fugitive dust control and maintaining maximum daily emissions below SCAQMD mass daily thresholds, construction activities associated with the Proposed Project would not conflict with or obstruct implementation of the goals and objectives of the 2016 AQMP to improve air quality in the Basin.

The second consistency indicator is whether the Proposed Project would exceed the regional growth assumptions incorporated into the applicable air quality plan. A large-scale individual project could potentially exceed assumptions in the air quality plan if it resulted in a zoning change that resulted in disproportionate growth relative to the land use types analyzed in the air quality plan. However, the air quality plan focuses on long-term, operational sources of air pollutants that contribute to the regional emission inventory. Short-term, temporary emissions associated with construction activities would not conflict with the air quality plan so long as no SCAQMD air quality mass daily thresholds of significance are exceeded. As shown in Table 3 under Criterion AQ-2, construction activities would not generate daily air pollutant emissions of sufficient magnitude to exceed any applicable threshold of significance. Therefore, the Proposed Project would result in less-than-significant impacts related to the conflict or implementation of the applicable air quality plan during construction.

Operation

Operation of the Proposed Project would involve train travel through the expanded Division 20 Rail Yard portal and storage of rail cars within the existing and proposed turnback facilities. Implementation of the Proposed Project would increase the number of trains stored in the Division 20 Rail Yard from 104 to 282. However, the trains are powered by electric propulsion and do not constitute mobile sources of air pollutant emissions.

There would be approximately 107 additional employees at the Project Site upon commencement of operations of the Proposed Project. Employees would arrive through a combination of single-occupancy vehicles, carpools, and public transit. The additional vehicle trips would not represent a substantial incremental increase relative to existing operational activities; conservatively assuming that all additional employees would commute individually, the 107 daily vehicle trips would generate daily emissions of approximately 0.5 pounds VOC, 0.4 pounds NO_x, 4.7 pounds CO, less than 0.1 pounds SO_x, 0.2 pounds PM₁₀, and 0.1 pounds PM_{2.5}. Daily mass emissions are substantially below the applicable SCAQMD

operational Air Quality Significance Thresholds, therefore mobile source emissions would be less-than-significant.

In addition, the Proposed Project would allow Metro to operate the Purple Line Extension at full capacity and improve headways for the Purple and Red Lines. The Purple Line Extension would extend the existing Metro Purple Line heavy rail transit subway from its current terminus at Wilshire/Western Station to a new western terminus near the West Los Angeles Veterans Administration Hospital. According to the Westside Subway Extension Record of Decision, the Metro Purple Line Extension, “will reduce congestion by providing reliable, higher speed transit service. During peak periods, rail operating speeds are faster than speeds for a comparable trip by automobile, providing more reliability in travel time variation. The improved convenience of transit improvements in the corridor would encourage use of a public transit alternative that would reduce daily vehicle trips, VMT, and congestion on roadways.”⁵ Importantly for regional air quality, the Proposed Project would assist in reductions in regional VMT and associated pollutant emissions.

The Proposed Project would thus not have the potential to conflict with or obstruct implementation of the 2016 AQMP. Therefore, the Proposed Project would result in less-than-significant impacts related to implementation of the applicable air quality plan during operations.

Mitigation Measures

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

AQ-2 Would the Proposed Project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Impact Analysis

Less-Than-Significant Impact. The following analysis addresses the potential for impacts during construction and operational activities.

Construction

Construction of the Proposed Project would have a potentially significant air quality impact under this criterion if maximum daily emissions of any regulated pollutant would exceed the applicable SCAQMD air quality significance thresholds presented in Table 3. Daily emissions of regulated pollutants were quantified for each phase of construction activity involved with implementation of the Proposed Project. Refer to Table 3.2.5 below for a comparison of the maximum daily emissions during each phase of construction to the applicable SCAQMD air quality significance thresholds. Table 3 includes a comparison of both regional (total) and localized (on-site sources only) emissions to applicable thresholds.

⁵FTA, *Environmental Record of Decision for the Westside Subway Extension*, August 9, 2012.

Table 3. Maximum Daily Emissions – Proposed Project Construction

Phase	Daily Emissions (Pounds Per Day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
DEMOLITION & PORTAL WIDENING						
On-Site Emissions	0.6	2.5	31.0	0.1	1.3	0.3
Off-Site Emissions	0.7	9.6	5.6	<0.1	1.4	0.4
Total	1.3	12.2	36.6	0.1	2.7	0.7
EXCAVATION & GRADING						
On-Site Emissions	0.8	3.3	33.0	0.1	3.5	1.5
Off-Site Emissions	0.9	15.8	7.0	<0.1	2.6	0.7
Total	1.7	19.1	40.0	0.1	6.1	2.2
INSTALLATION OF STORAGE TRACKS AND MOW BUILDING RENOVATIONS						
On-Site Emissions	0.5	4.0	24.0	<0.1	0.1	0.1
Off-Site Emissions	0.5	4.5	4.4	<0.1	1.1	0.3
Total	1.0	8.5	28.4	<0.1	1.2	0.4
CONSTRUCTION OF TURNBACK FACILITIES						
On-Site Emissions	0.4	3.2	19.0	<0.1	<0.1	<0.1
Off-Site Emissions	0.4	3.9	3.8	<0.1	1.0	0.3
Total	0.8	7.1	22.7	<0.1	1.1	0.3
REGIONAL ANALYSIS						
Maximum Regional Daily Emissions	1.7	19.1	40.0	0.1	6.1	2.1
Regional Significance Threshold	75	100	550	150	150	55
Exceed Regional Threshold?	No	No	No	No	No	No
Maximum Possible Overlap – Regional						
Maximum Possible Overlap – Regional	3.0	31.3	76.6	0.2	8.8	2.9
Regional Significance Threshold	75	100	550	150	150	55
Exceed Regional Threshold?	No	No	No	No	No	No
LOCALIZED ANALYSIS						
Maximum Localized Daily Emissions	--	4.0	33.0	--	3.5	1.5
Localized Significance Threshold	--	108	1,048	--	8	5
Exceed Localized Threshold?	--	No	No	--	No	No
Maximum Possible Overlap – Localized						
Maximum Possible Overlap – Localized	--	7.3	64.0	--	4.8	1.8
Localized Significance Threshold	--	108	1,048	--	8	5
Exceed Localized Threshold?	--	No	No	--	No	No
Note: Emissions modeling files can be found in Appendix A . LST values are for 2-acre site and 25-meter receptor proximity in SRA 1. SOURCE: TAHA, 2017.						

Results of the construction activity emissions modeling presented in Table 3.2.5 demonstrate that maximum daily emissions of air pollutants would not exceed any applicable regional or localized significance threshold values throughout the duration of Proposed Project construction during any single phase, or even under a hypothetical scenario when the phases overlapped. Additionally, maximum possible daily emissions accounting for dual shifts and construction activity overlap would remain below applicable SCAQMD regional and localized mass daily thresholds. Construction equipment and activities would be required to adhere to the provisions of the Metro Green Construction Policy, thereby reducing potential environmental impacts through the utilization of equipment engines meeting Tier 4 emission standards.

The results of emissions modeling presented in Table 3.2.5 demonstrate that maximum daily emissions would be below the applicable SCAQMD thresholds for both regional and localized emissions during construction activities. Even under a hypothetical worst-case scenario with construction phase overlap, maximum daily emissions would remain below the regional and localized threshold values. Therefore, the Proposed Project would result in a less-than-significant impact related to violating an air quality standard during construction.

Operation

Operation of the Proposed Project would involve train travel through the expanded Division 20 Rail Yard portal and storage of rail cars within the existing and proposed turnback facilities. Implementation of the Proposed Project would increase the number of trains stored in the Division 20 Rail Yard from 104 to 282. However, the trains are powered by electric propulsion and do not constitute mobile sources of air pollutant emissions.

There would be approximately 107 additional employees at the Project Site after completion of the Proposed Project. Employees would arrive through a combination of single-occupancy vehicles, carpools, and public transit. As previously discussed, related emissions would not be significant. Conservatively assuming that all additional employees would commute individually, the 107 daily vehicle trips would generate daily emissions of approximately 1.0 pounds VOC, 0.7 pounds NO_x, 9.3 pounds CO, less than 0.1 pounds SO_x, 0.4 pounds PM₁₀, and 0.2 pounds PM_{2.5}. Daily mass emissions are substantially below the applicable SCAQMD operational Air Quality Significance Thresholds. Implementation of the Proposed Project would accommodate expanded storage capacity for the Metro Red and Purple Lines but would not independently expand current Metro rail operations.

Operation of the Proposed Project would thus not have the potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation. Therefore, the Proposed Project would result in a less-than-significant impact related to violating an air quality standard during operations.

Mitigation Measures

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

AQ-3 Would the Proposed Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors?)

Impact Analysis

Less-Than-Significant Impact. The following analysis addresses the potential for impacts during construction and operational activities.

Construction

The Basin region is currently designated as nonattainment of the federal and State ambient air quality standards for O₃, PM₁₀, and PM_{2.5}. Therefore, there is an ongoing regional cumulative impact associated with these air pollutants. Taking into account the existing environmental conditions, SCAQMD promulgated guidance that an individual project can emit allowable quantities of these pollutants on a regional scale

without significantly contributing to the cumulative impacts. SCAQMD has indicated that the project-level thresholds may be used as an indicator to determine if project emissions contribute considerably to an existing cumulative impact.⁶ Therefore, the Proposed Project would be considered cumulatively considerable if its implementation resulted in daily emissions of VOC, NO_x, PM₁₀, or PM_{2.5} that exceeded applicable SCAQMD mass daily thresholds of significance during construction activities.

As discussed above and shown in Table 3, air pollutant emissions associated with construction of the Proposed Project would not exceed any applicable SCAQMD air quality thresholds of significance. Despite the region being designated nonattainment of the ambient air quality standards for O₃, PM₁₀, and PM_{2.5}, SCAQMD does not consider individual project emissions of lesser magnitude than the mass daily thresholds to be cumulatively considerable. Furthermore, construction activities required for implementation of the Proposed Project would adhere to the stringent requirements of the Metro Green Construction Policy, implementing numerous best management practices and effective control technologies to reduce regional and localized air quality impacts. Therefore, the Proposed Project would result in a less-than-significant impact related to cumulatively considerable net increases of nonattainment pollutants during construction.

Operation

The Basin region is currently designated as nonattainment of the federal and California ambient air quality standards for O₃, PM₁₀, and PM_{2.5}. Therefore, there is an ongoing regional cumulative impact associated with these air pollutants. Taking into account the existing environmental conditions, SCAQMD promulgated guidance that an individual project can emit allowable quantities of these pollutants on a regional scale without significantly contributing to the cumulative impacts. SCAQMD has indicated that the project-level thresholds may be used as an indicator to determine if project emissions contribute considerably to an existing cumulative impact.⁷ Therefore, the Proposed Project would be considered cumulatively considerable if its implementation resulted in daily emissions of VOC, NO_x, PM₁₀, or PM_{2.5} that exceeded applicable SCAQMD mass daily thresholds of significance during future operations.

Operation of the Proposed Project would involve train travel through the expanded Division 20 Rail Yard portal and storage of rail cars. Implementation of the Proposed Project would increase the number of trains stored in the Division 20 Rail Yard from 104 to 282. However, the trains are powered by electric propulsion and do not constitute mobile sources of air pollutant emissions. There would be approximately 107 additional employees at the Project Site after completion of the Proposed Project. Employees would arrive through a combination of single-occupancy vehicles, carpools, and public transit.

As previously discussed, related emissions would not be significant. Implementation of the Proposed Project would accommodate expanded storage capacity for the Metro Red and Purple Lines but would not independently expand current Metro rail operations. Operation of the Proposed Project would not generate new substantial source of O₃ precursors or particulate matter. Operation of the Proposed Project would not have the potential to result in a cumulatively considerable net increase in emissions of O₃ precursors or particulate matter. Therefore, the Proposed Project would result in a less-than-significant impact related to cumulatively considerable net increases of nonattainment pollutants during operations.

⁶SCAQMD, *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution Appendix D: Cumulative Impact Analysis Requirements Pursuant to CEQA*, August 2003.

⁷*Ibid.*

Mitigation Measures

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

AQ-4 Would the Proposed Project expose sensitive receptors to substantial pollutant concentrations?

Impact Analysis

Less-Than-Significant Impact. The following analysis addresses the potential for impacts during construction and operational activities.

Construction

The nearest land uses that are considered sensitive receptors are the OSF residential apartments situated adjacent to the west and south of the southern portion of the Project Site along Santa Fe Avenue between 1st Street and 4th Street; these residential uses share a property line with the Proposed Project. The SCAQMD designed its construction LST values to prevent the occurrence of substantial pollutant concentrations from reaching sensitive receptors near construction sites. The LST values were derived to ensure that localized emissions would not expose sensitive receptors to air pollutant concentrations that could cause public health concerns or create pollutant hot spots. As shown in Table 3, construction activities associated with implementation of the Proposed Project would not generate localized emissions from on-site sources of sufficient magnitude to exceed any applicable SCAQMD LST value. Additionally, construction activities would be subject to the provisions of the Metro Green Construction Policy and all applicable SCAQMD Rules and Regulations, including Rule 401 (Visible Emissions) and Rule 403 (Fugitive Dust). Construction of the Proposed Project would not have the potential to expose sensitive receptors to substantial pollutant concentrations.

Further, according to wind direction data obtained from SCAQMD meteorological station located at 1630 North Main Street—approximately one mile north of the Project Site—daytime winds during construction hours blow predominantly from the west, southwest, and south, which would transport emissions in the opposite direction of sensitive receptors. Existing and future wind conditions often vary, which could result in no wind or wind blowing occasionally towards OSF. Therefore, the Proposed Project would result in a less-than-significant impact related to the exposure of sensitive receptors to substantial pollutant concentrations during construction.

Operation

Operation of the Proposed Project would involve train travel through the expanded Division 20 Rail Yard portal and storage of rail cars within the existing and proposed turnback facilities. Implementation of the Proposed Project would increase the number of trains stored in the Division 20 Rail Yard from 104 to 282. However, the trains are powered by electric propulsion and do not constitute mobile sources of air pollutant emissions. There would be approximately 107 additional employees at the Project Site after completion of the Proposed Project. Employees would arrive through a combination of single-occupancy vehicles, carpools, and public transit. As previously discussed, related emissions would not be significant. Implementation of the Proposed Project would accommodate expanded storage capacity for the Metro Red and Purple Lines but would not independently expand current Metro rail operations.

The portal widening requires a new ventilation shaft building to be installed on the parcel currently occupied by LAPD Viertel's Central Division Police Garage. The building would house three fans that would only operate in the event of an emergency such as a fire. Emergency operation of the fans due to fire is unlikely to occur and the potential for exposure to substantial pollutant concentrations resulting from fires is low. Furthermore, the average wind speed in the vicinity of the Proposed Project is approximately 5.2 miles per hour, with calm winds occurring approximately only 0.6 percent of the time. Wind in the vicinity of the Project Site predominately blows from the west and southwest diurnally, and switches direction blowing predominantly from the northeast at night. Residences are located approximately 1,000 feet to the east and 1,300 feet to the south of the vent shaft. In the event of pollutant release, it is anticipated that the smoke plume would be dispersed, and pollutant concentrations would be minimal before reaching the nearest sensitive land uses.

Operation of the Proposed Project would not have the potential to result in exposure of sensitive receptors to substantial pollutant concentrations. Therefore, the Proposed Project would result in a less-than-significant impact related to the exposure of sensitive receptors to substantial pollutant concentrations during operations.

Mitigation Measures

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

AQ-5 Would the Proposed Project create objectionable odors affecting a substantial number of people?

Impact Analysis

Less-Than-Significant Impact. The following analysis addresses the potential for impacts during construction and operational activities.

Construction

Sources that may potentially emit odors during construction activities include equipment exhaust and architectural coatings, as well as volatile soil contamination in the subsurface if it were to become disturbed during construction activities. Odors from these sources would be localized and generally confined to the immediate area surrounding the Project Site. Construction of the Proposed Project would adhere to the stringent provisions of the Metro Green Construction Policy (e.g., equipment maintenance and inspections, restriction of idling, maintaining buffer zones where feasible) and employ best management practices to prevent the occurrence of a nuisance odor in accordance with SCAQMD Rule 402 (Nuisance).

The odorous emissions would be typical of most construction sites and temporary in nature. There are no schools or public parks within 500 feet of the Project Site boundary that would be especially susceptible to odors emanating from these sources. Daytime winds most often blow construction fumes away from the residential receptors to the west and south. Additionally, the construction of the Proposed Project would adhere to all requirements set forth in SCAQMD Rules and Regulations. Therefore, the Proposed Project would result in a less-than-significant impact related to the creation of objectionable odors during construction.

Operation

Land uses and industrial operations commonly associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding.⁸ Operation of the Proposed Project would involve train travel through the expanded Division 20 Rail Yard portal and storage of rail cars within the existing and proposed turnback facilities. Implementation of the Proposed Project would increase the number of trains stored in the Division 20 Rail Yard from 104 to 282. However, the trains are powered by electric propulsion and do not constitute mobile sources of air pollutant emissions. Implementation of the Proposed Project would not generate new stationary or mobile sources of odorous air pollutant emissions, nor would it move any existing sources of odors closer to sensitive receptors in the vicinity of the Project Site. Operation of the Proposed Project would not have the potential to create nuisance odors. Therefore, the Proposed Project would result in a less-than-significant impact related to the the creation of objectionable odors during operations.

Mitigation Measures

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

GHG EMISSIONS METHODOLOGY AND SIGNIFICANCE THRESHOLDS

GHG emissions refer to a class of airborne pollutants that are generally believed to affect global climate conditions. These pollutants have the capacity to trap heat in the atmosphere, thereby altering weather patterns and climatic conditions. Annual GHG emissions are expressed in terms of metric tons of carbon dioxide equivalents (MTCO₂e) per year, as CO₂ is the most prevalent GHG in the atmosphere that is generated by anthropogenic sources. This section of the report assesses the GHG emissions that would be generated by construction and future operation of the Proposed Project. CalEEMod was used to quantify GHG emissions that would be generated by construction of the Proposed Project. Data describing operational energy demand under existing conditions was provided by Metro and future operational energy consumption was extrapolated based on the expansion of heavy rail vehicle storage. Detailed GHG emissions calculations files, including CalEEMod output and operational emissions spreadsheets, are provided in **Appendix A**.

It is very unlikely that any individual development project would generate GHG emissions of a sufficient magnitude to directly impact regional climate change; therefore, there would be no direct GHG emissions impact resulting from implementation of the Proposed Project and any impact would be considered on an indirect or cumulative basis. There are currently no officially adopted quantitative Metro or SCAQMD thresholds of significance pertaining to GHG emissions generated by construction of projects of this nature. Construction activities associated with implementation of the Proposed Project would be temporary and GHG emissions attributed to equipment and vehicle sources would cease upon completion of construction.

Construction of the Proposed Project is anticipated to begin in early Spring 2019 and finish in Fall 2023, followed by several months of testing and commissioning prior to opening for use in November 2023. General activity phases that would occur during construction of the Proposed Project include demolition of structures and widening of the existing Division 20 portal, modification of the existing 1st Street Bridge, grading and excavation to level the Project Site, installation of the new storage tracks, and construction of

⁸SCAQMD, *CEQA Air Quality Handbook*, 1993.

the turnback tracks, renovation of 100–120 North Santa Fe and relocation of the Maintenance of Way (MOW) activities, and installation of a new TPSS and EBPS. It is proposed that the first two phases of construction activity may utilize up to eight pieces of construction equipment per day, and that the latter two phases of construction activity would utilize up to 10 pieces of construction equipment per day. As a conservative exercise, the GHG emissions assessment assumed that the entire equipment inventory for each phase would be operating continuously for eight hours per day.

Demolition activities would raze and remove approximately 306,875 sq. ft. of existing building structures, and excavation would involve the displacement and disposal of approximately 100,000 CY of material at an off-site facility. It was assumed that installation of the new storage tracks and construction of the turnback facility would require a maximum of 10 truckloads of material deliveries per day. Detailed CalEEMod emissions modeling output files containing input data can be found in **Appendix A**. Due to the regionally cumulative nature of GHG emissions and long-term timescales of their effects on the environment, GHG emissions that would be generated by construction activities associated with implementation of the Proposed Project were amortized over a 30-year theoretical period of operation, in accordance with SCAQMD guidance.

The State CEQA Guidelines require lead agencies to adopt GHG thresholds of significance. When adopting these thresholds, the amended Guideline allows lead agencies to consider thresholds of significance adopted or recommended by other public agencies, or recommended by experts, provided that the thresholds are supported by substantial evidence, and/or to develop their own significance threshold. In accordance with Appendix G of the State CEQA Guidelines, the Proposed Project would have a significant impact related to GHG emission if it would:

GHG-1 Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; and/or

GHG-2 Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.

Neither Metro nor SCAQMD has officially adopted a quantitative metric for determining the potential significance of GHG emissions that would be generated by projects under CEQA. The SCAQMD has yet to adopt a GHG significance threshold for transportation or land use development projects. Currently the SCAQMD has only adopted significance thresholds for industrial-type projects for which it is the lead agency, however, those industrial thresholds are not relevant to the Proposed Project. On November 30, 2015, the California Supreme Court issued an opinion on GHG significance thresholds for CEQA in the case *Center for Biological Diversity et al. vs. California Department of Fish and Wildlife*. The following discussion is paraphrased from that case, which assessed the use of GHG significance thresholds.

The Court stated that California air pollution control officials and air quality districts have made several proposals for numerical thresholds. Multiple agencies' efforts at framing GHG significance issues have not yet coalesced into any widely accepted set of numerical significance thresholds but have produced a certain level of consensus on the value of Assembly Bill (AB) 32 consistency as a criterion. Neither AB 32 nor the AB 32 Scoping Plan set out a mandate or method for CEQA analysis of GHG emissions from a Proposed Project. A 2007 CEQA Guidelines Amendment, however, required the preparation, adoption and periodic update of guidelines for mitigation of GHG impacts. The resulting direction was that a lead agency should

attempt to describe, calculate or estimate the amount of GHG the project will emit, but recognizes that agencies have discretion in how to do so.

The Court goes on to provide that when assessing the significance of GHG emissions, the agency should consider these factors among others: (1) the extent to which the Proposed Project may increase or reduce GHG emissions as compared to the existing environmental setting; (2) whether the Proposed Project emissions exceed a threshold of significance that the lead agency determines applies to the Proposed Project; and (3) the extent to which the Proposed Project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of GHG emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an environmental impact report (EIR) must be prepared for the Proposed Project. The Court also acknowledged that the scope of global climate change and the fact that GHGs, once released into the atmosphere, are not contained in the local area of their emission means that the impacts to be evaluated are global rather than local. For many air pollutants, the significance of their environmental impact may depend greatly on where they are emitted; for GHG, it does not.

Meeting statewide reduction goals does not preclude all new development. Rather, the Scoping Plan, the state's roadmap for meeting AB 32's target, assumes continued growth and depends on increased efficiency and conservation in land use and transportation from all Californians. To the extent a project incorporates efficiency and conservation measures sufficient to contribute its portion of the overall GHG reductions necessary for the entire state; one can reasonably argue that a project's impact is not cumulatively considerable, because it would be helping to solve the cumulative problem of greenhouse gas emissions as envisioned by California law. Given the reality of growth, some GHG emissions from new development is inevitable. The critical CEQA question is the cumulative significance of a project's GHG emissions, and from a climate change point of view it does not matter where in the state those emissions are produced. Under these circumstances, evaluating the significance of GHG emissions by their effect on the state's efforts to meet its long-term goals is a reasonable threshold.

Using consistency with AB 32's statewide goal for GHG reduction, rather than a numerical threshold, as a significance criterion is also consistent with the broad guidance provided by Section 15064.4 of the CEQA Guidelines. Section 15064.4 was drafted to reflect that there is no iron-clad definition of significance. Section 15064.4 was not intended to restrict agency discretion in choosing a method for assessing GHG emissions, but rather to assist lead agencies in investigating and disclosing all that they reasonably can regarding a project's GHG emissions impacts.

While the Supreme Court held that establishing a significance criterion based on consistency with AB 32's reduction goals was appropriate, the court found that there was no substantial evidence supporting the conclusion of the EIR at issue in that case that the Proposed Project would be consistent with AB 32's reduction goals. As background, AB 32 requires statewide GHG emissions to return to 1990 levels by 2020. In the AB 32 Scoping Plan, CARB determined that meeting this statewide GHG reduction goal would require a 29 percent reduction in statewide emissions from a business-as-usual approach (i.e., an approach with no conservation or regulatory efforts beyond what was in place when the forecast was made). Based on this determination, the EIR had concluded the project would not result in a significant climate change impact because the Proposed Project was designed to reduce GHG emissions by 31 percent over a business-as-usual approach.

The Supreme Court found that there was no substantial evidence that the project-level reduction of 31 percent in comparison to business as usual is consistent with AB 32's statewide goal of a 29 percent reduction from business as usual. The court reasoned that the Scoping Plan nowhere related its statewide level of reduction efforts to the percentage of reduction that would or should be required from individual projects, and nothing in the administrative record indicated that the required percentage reduction from business as usual is the same for an individual project as for the entire state population and economy. The court suggested, however, that an appropriate threshold could assess whether a project would comply with regulatory programs designed to reduce emissions from particular activities.

GHG EMISSIONS IMPACT ANALYSIS

The ensuing discussions address the potential significance of air quality impacts associated with construction and operation of the Proposed Project in accordance with the Appendix G Environmental Checklist criteria.

GHG-1 Would the Proposed Project generate greenhouse gas emissions—either directly or indirectly—that may have a significant impact on the environment?

Impact Analysis

Less-Than-Significant Impact. The following analysis addresses the potential for impacts during construction and operational activities.

Construction

It is very unlikely that any individual development project would generate GHG emissions of a sufficient magnitude to directly impact regional climate change; therefore, there would be no direct GHG emissions impact resulting from implementation of the Proposed Project and any impact would be considered on an indirect or cumulative basis. There are currently no officially adopted quantitative Metro or SCAQMD thresholds of significance pertaining to GHG emissions generated by construction of projects of this nature. Construction activities associated with implementation of the Proposed Project would be temporary and GHG emissions attributed to equipment and vehicle sources would cease upon completion of construction.

CalEEMod was utilized to prepare estimates of GHG emissions that would be generated by construction of the Proposed Project. Sources of GHG emissions during construction activities include heavy-duty diesel equipment exhaust, construction worker trips vehicle exhaust, and materials delivery and disposal trucks vehicle exhaust. Direct correspondence with Metro provided the demolition quantities, excavation quantities, equipment inventories, and worker and truck trips. Detailed CalEEMod emissions modeling output files are provided in **Appendix A**.

SCAQMD's interim guidance for GHG analyses recommends that construction GHG emissions be "amortized over a 30-year project lifetime, so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies."⁹ Table 4 displays the results of the GHG

⁹SCAQMD, Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold, October 2008, available at: <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds/page/2>, as of January 17, 2018.

emissions analysis for heavy duty construction equipment and vehicle trips and presents the amortized annual rate over a 30-year construction period in accordance with SCAQMD methodology.

Table 4. Estimated GHG Emissions – Proposed Project Construction

Source Category	Annual Emissions (MTCO ₂ e Per Year)
Construction Equipment	2,138.9
Vehicle Trips	1,500.3
Total	3,639.2
Amortized Total (30-year period)	121.3
Maximum Annual (2019)	995.8
Note: Based on SCAQMD guidance, the emissions summary also includes construction emissions amortized over a 30-year span.	
SOURCE: TAHA, 2017.	

Total GHG emissions associated with construction of the Proposed Project would be 3,639.2 MTCO₂e, with the maximum annual GHG emissions throughout the duration being approximately 995.8 during the first year of construction. Amortized over a 30-year period, annual GHG emissions resulting from construction activities would represent approximately 121.3 MTCO₂e annually. All construction equipment would be maintained and inspected in accordance with the Metro Green Construction Policy—as well as applicable SCAQMD Rules and Regulations—to ensure that emissions are consistent with regulatory standards. All construction equipment utilized would have engines meeting Tier 4 emission standards in accordance with the Metro Green Construction Policy; however, this does not affect GHG emissions. All diesel haul trucks would be operated in accordance with existing CARB regulations, and idling would be restricted as set forth in the Metro Green Construction Policy.

Operation

Operation of the Proposed Project would result in both direct and indirect GHG emissions. Following the completion of construction activities in 2023, operation of the Proposed Project would involve train travel through the expanded Division 20 Rail Yard portal and storage of rail cars within the existing and proposed turnback facilities. Implementation of the Proposed Project would increase the train storage capacity in the Division 20 Rail Yard from 104 to 282 and would require approximately 107 additional employees at the Project Site who would commute through a combination of single-occupancy vehicles, carpools, and public transit. Employee commuting to and from the Project Site would represent a direct source of GHG emissions. Indirect GHG emissions would be generated through the increase in electricity use, natural gas use, and water use associated with the expansion of the storage yard. Direct and indirect GHG emissions were quantified for operation of the Proposed Project.

Direct GHG emissions would be generated by motor vehicle exhaust released through employee commuting. The CARB developed the EMFAC2017 emissions model for use as a tool in estimating mobile source GHG emissions. The EMFAC2017 emissions model contains emission factors for CO₂, CH₄, and N₂O based on vehicle miles traveled (VMT). Daily VMT associated with operational employee trips were estimated using regional surveys conducted by CAPCOA that were compiled in the formulation of the CalEEMod software. The CalEEMod default average trip length for work trips within Los Angeles County is 16.6 miles, which results in total daily VMT of 3,552.4 miles. For the purposes of the emissions analysis it was conservatively assumed that all employees would commute individually. Annual direct GHG emissions from motor vehicle exhaust in 2023 would be approximately 379 MTCO₂e. As mandatory CARB programs related to fuel and engine efficiency are implemented in the future, direct GHG emissions from motor vehicles will decrease.

Indirect GHG emissions during operation of the Proposed Project would result from the increase in provision of energy resources, including electricity, natural gas, and water. GHG emissions are indirectly generated through the production of electricity, the burning of natural gas, and generating the electricity used for conveyance of water throughout the LADWP distribution system. Under existing conditions, the Project Site accommodates 104 rail cars, and as of 2016 the annual energy demand for the rail yard was approximately 14,338.7 megawatt-hours (MWh) of electricity, approximately 9,780 therms of natural gas, and approximately 3.2 million gallons (Mgal) of water according to correspondence with Metro. The energy resources demand was linearly extrapolated based on the ratio of storage capacity for 282 cars in the future operational condition relative to 104 cars in the existing condition. Annual operation of the Proposed Project in 2023 would require approximately 38,879.9 MWh of electricity, approximately 26,518.8 therms of natural gas, and approximately 8.7 Mgal of water.

Table 5 presents the results of GHG emissions modeling for operation of the Proposed Project. The data include amortized construction emissions. GHG emissions associated with electricity were estimated using the 2015 LADWP CO₂ intensity factor value of 1,132 pounds CO₂ per MWh (lb CO₂/MWh) and the CalEEMod regional survey data values of 0.029 lb CH₄/MWh and 0.00617 lb N₂O/MWh. GHG emissions associated with natural gas use were estimated using the CalEEMod regional survey data values of 11.76 lb CO₂/therm, 0.000225 lb CH₄/therm, and 0.000216 lb N₂O/therm. GHG emissions associated with water conveyance were estimated using the CalEEMod electricity intensity factor of 13.02 MWh/Mgal and the emission intensity factors stated above for electricity use. As shown in Table 5, annual operation of the Proposed Project would generate approximately 20,707.4 MTCO₂e.

Table 5 Estimated GHG Emissions – Proposed Project Operation

Source Category	Emissions (Metric Tons CO ₂ Equivalents)
Construction (Amortized)	121.3
Mobile Vehicle Trips	379.0
Direct Electricity Use	20,006.7
Direct Natural Gas Combustion	142.3
Indirect Electricity Use from Water Conveyance	58.1
Total Annual GHG Emissions	20,707.4
NET GHG EMISSIONS ANALYSIS	
Existing Conditions Energy-Related GHG Emissions	7,452.3
Reduction in Regional Transportation GHG Emissions (WPLe)	33,215.0
Net Annual Emissions	-19,959.9
Note: Based on SCAQMD guidance, the emissions summary also includes construction emissions amortized over a 30-year span.	
SOURCE: TAHA, 2017.	

Note: Based on SCAQMD guidance, the emissions summary also includes construction emissions amortized over a 30-year span.

Source: Terry A. Hayes Associates Inc., 2017(b).

The Proposed Project would allow Metro to operate the Purple Line Extension at full capacity and improve headways for the Purple and Red Lines. According to the Record of Decision, the Metro Purple Line Extension, “will reduce congestion by providing reliable, higher speed transit service.” The GHG emissions analysis for the Proposed Project would allow Metro to operate the Purple Line Extension. Metro has determined that annual regional GHG emissions would be reduced by approximately 33,215 MTCO₂e as a result of the Purple Line Extension. Additionally, existing energy resource consumption at the Project Site currently generates approximately 7,452.3 MTCO₂e annually. As the effects of GHG emissions on regional and global climate change are cumulative in nature, it is appropriate to consider the net change in regional

GHG emissions resulting from implementation of the Proposed Project in conjunction with the Purple Line Extension. Ultimately, implementation of the Proposed Project and the Purple Line Extension would reduce regional GHG emissions by approximately 19,959.9 MTCO₂e annually.

Therefore, implementation of the Proposed Project would not have the potential to generate direct or indirect GHG emissions that may have a significant impact on the environment; impacts would be less than significant.

Mitigation Measures

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

GHG-2 Would the Proposed Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Impact Analysis

Less-Than-Significant Impact. The following analysis addresses the potential for impacts during construction and operational activities. In recognition of the extensive regulatory framework adopted to reduce GHG emissions, Metro prepared a Countywide Sustainability Plan to highlight sustainable features of the Proposed Project that are in line with Metro sustainability policies. The Countywide Sustainability Plan also recommends design, construction, and maintenance features and technologies that could be realistically incorporated to maximize the sustainable potential.

Construction

As discussed previously, GHG emissions are regionally cumulative in nature and it is highly unlikely construction of any individual project would generate GHG emissions of sufficient quantity to conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Metro is committed to enhancing regional sustainability, and the expansion of the public transit system is consistent with regional efforts to provide alternative modes of transportation in lieu of passenger vehicles. Construction activities would be conducted in accordance with the stringent best management practices set forth in the Metro Green Construction Policy, such as restrictions on vehicle and equipment idling and scheduling of construction activities that affect traffic flow on the arterial system to off-peak hours to the extent feasible.

Standard construction procedures would be undertaken in accordance with SCAQMD and CARB regulations applicable to heavy duty construction equipment and diesel haul trucks. Adhering to requirements pertinent to equipment maintenance and inspections and emissions standards, as well as diesel fleet requirements related to idling restrictions, would ensure that construction of the Proposed Project would not conflict with GHG emissions reductions efforts. Additionally, the Proposed Project will give competitive preference for construction products and services that conserve natural resources, such as recycled materials. Impacts would be less than significant.

Operation

Operation of the Proposed Project would involve train travel through the expanded Division 20 Rail Yard portal and storage of rail cars within the existing and proposed turnback facilities. Implementation of the Proposed Project would increase the number of trains stored in the Division 20 Rail Yard from 104 to 282. However, the trains are powered by electric propulsion and do not constitute mobile sources of GHG emissions. There would be approximately 107 additional employees at the Project Site after completion of the Proposed Project. Employees would arrive through a combination of single-occupancy vehicles, carpools, and public transit. Annual direct GHG emissions associated with employee commuting would be no greater than approximately 379 MTCO₂e. Annual indirect GHG emissions associated with energy consumption would be approximately 20,207 MTCO₂e. However, when accounting for reductions in regional GHG emissions as a result of the Purple Line Extension that the Proposed Project will be accommodating, there would be a net cumulative reduction of approximately -19,960 MTCO₂e annually.

In addition, the Proposed Project would allow Metro to operate the Purple Line Extension at full capacity and improve headways for the Purple and Red Lines. The Purple Line Extension would extend the existing Metro Purple Line heavy rail transit subway from its current terminus at Wilshire/Western Station to a new western terminus near the West Los Angeles Veterans Administration Hospital. According to the Record of Decision, the Metro Purple Line Extension, “will reduce congestion by providing reliable, higher speed transit service. During peak periods, rail operating speeds are faster than speeds for a comparable trip by automobile, providing more reliability in travel time variation. The improved convenience of transit improvements in the corridor would encourage use of a public transit alternative that would reduce daily vehicle trips, VMT, and congestion on roadways.”¹⁰ Importantly for regional GHG emissions, the Proposed Project would assist in reductions in regional VMT and associated emissions.

Reducing regional VMT and associated GHG emissions is the primary objective of the SCAG 2016–2040 RTP/SCS. The entirety of the Purple Line Extension was incorporated into the regional transportation and GHG emissions analyses for the 2016–2040 RTP/SCS and is included in the Project Listing. The Proposed Project would provide the necessary storage capacity infrastructure to accommodate the Purple Line Extension. Enhancing and expanding the Metro public transit network is at the crux of reducing regional VMT and associated GHG emissions, which is the top priority of the regional and local transportation and sustainability plans, as well as the CARB Scoping Plan. Therefore, implementation of the Proposed Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions and would be directly contributory to regional efforts to improve sustainability and reduce VMT. This impact would be less than significant.

Mitigation Measures

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

¹⁰FTA, *Environmental Record of Decision for the Westside Subway Extension*, August 9, 2012.

Appendix A

Emissions Calculations:

CalEEMod Output – Daily Construction Emissions

CalEEMod Output – Annual Construction Emissions

Calculation Sheet – Operational Mobile Trip Emissions

Calculation Sheet – Operational Energy Use Emissions

Appendix A

CalEEMod Output – Daily Construction Emissions

LACMTA Division 20 Portal Widening & Turnback Facility - Los Angeles-South Coast County, Winter

LACMTA Division 20 Portal Widening & Turnback Facility
Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	1.00	User Defined Unit	10.25	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	12			Operational Year	2023
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MW hr)	1227.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

LACMTA Division 20 Portal Widening & Turnback Facility - Los Angeles-South Coast County, Winter

Project Characteristics - Construction Only

Land Use - Total Disturbed Area ~ 10.25 acres.

Construction Phase - LACMTA Schedule.

Off-road Equipment - Maximum Daily Activity

Off-road Equipment - Maximum Daily Activity

Off-road Equipment - Maximum Daily Activity.

Off-road Equipment - Maximum Daily Activity.

Demolition - Remove 306,875 square feet of existing structures.

Grading - Excavate approximately 100,000 cubic yards.

Trips and VMT - Max Daily Workers: 40 = 80 one-way trips.

Max Daily Demo Haul: 15 trucks = 30 one-way trips x 100 days = 3,000 trips.

Max Daily Excav Haul: 25 trucks = 50 one-way trips x 250 days = 12,500 trips.

Max Daily Deliveries: 20 trucks = 40 one-way trips.

Fleet Mix - Construction Only

Energy Use -

Construction Off-road Equipment Mitigation - Metro Green Construction Policy Requirements.

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Parking	100	0
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00

LACMTA Division 20 Portal Widening & Turnback Facility - Los Angeles-South Coast County, Winter

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	300.00	430.00
tblConstructionPhase	NumDays	300.00	430.00
tblConstructionPhase	NumDays	20.00	100.00
tblConstructionPhase	NumDays	30.00	250.00
tblGrading	MaterialExported	0.00	100,000.00
tblLandUse	LotAcreage	0.00	10.25
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00

LACMTA Division 20 Portal Widening & Turnback Facility - Los Angeles-South Coast County, Winter

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	PhaseName		3. Storage Track Installation & MOW Reno
tblOffRoadEquipment	PhaseName		3. Storage Track Installation & MOW Reno
tblTripsAndVMT	HaulingTripNumber	1,396.00	3,000.00
tblTripsAndVMT	VendorTripNumber	0.00	40.00
tblTripsAndVMT	VendorTripNumber	0.00	40.00
tblTripsAndVMT	WorkerTripNumber	20.00	80.00
tblTripsAndVMT	WorkerTripNumber	20.00	80.00
tblTripsAndVMT	WorkerTripNumber	0.00	80.00
tblTripsAndVMT	WorkerTripNumber	0.00	80.00

2.0 Emissions Summary

LACMTA Division 20 Portal Widening & Turnback Facility - Los Angeles-South Coast County, Winter

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	5.6636	70.3640	40.4024	0.1105	11.2384	2.4476	13.6860	4.2646	2.2539	6.5185	0.0000	11,302.9725	11,302.9725	2.2831	0.0000	11,360.0501
2020	5.3063	65.0506	38.5521	0.1097	11.0685	2.2280	13.2965	4.2229	2.0515	6.2743	0.0000	11,097.2719	11,097.2719	2.2722	0.0000	11,154.0769
2021	3.1706	27.2336	27.2674	0.0552	1.1503	1.2981	2.4484	0.3109	1.2249	1.5358	0.0000	5,368.2850	5,368.2850	0.9095	0.0000	5,391.0227
2022	2.8732	24.7376	26.7037	0.0548	1.1503	1.0955	2.2458	0.3109	1.0345	1.3453	0.0000	5,329.9049	5,329.9049	0.8978	0.0000	5,352.3501
2023	2.2538	18.8081	21.3607	0.0471	1.1503	0.7651	1.9154	0.3109	0.7231	1.0340	0.0000	4,587.0293	4,587.0293	0.7096	0.0000	4,604.7704
Maximum	5.6636	70.3640	40.4024	0.1105	11.2384	2.4476	13.6860	4.2646	2.2539	6.5185	0.0000	11,302.9725	11,302.9725	2.2831	0.0000	11,360.0501

LACMTA Division 20 Portal Widening & Turnback Facility - Los Angeles-South Coast County, Winter

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	1.0000e-005	0.0000	1.0000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000	0.0000	2.3000e-004

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	1.0000e-005	0.0000	1.0000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000	0.0000	2.3000e-004

LACMTA Division 20 Portal Widening & Turnback Facility - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	1. Portal Demo & Widening	Demolition	3/4/2019	7/19/2019	5	100	Demolish & redevelop portal.
2	2. Excavation & Grading	Grading	7/22/2019	7/3/2020	5	250	Excavate ~100,000 CY & level site.
3	3. Storage Track Installation & MOW Reno	Building Construction	7/6/2020	2/25/2022	5	430	Install tracks/U-shape; Renovate MOW.
4	4. Turnback Facility Construction	Building Construction	2/28/2022	10/20/2023	5	430	Construct south storage yard.

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

LACMTA Division 20 Portal Widening & Turnback Facility - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
1. Portal Demo & Widening	Concrete/Industrial Saws	3	8.00	81	0.73
1. Portal Demo & Widening	Excavators	3	8.00	158	0.38
1. Portal Demo & Widening	Rubber Tired Dozers	2	8.00	247	0.40
2. Excavation & Grading	Excavators	2	8.00	158	0.38
2. Excavation & Grading	Graders	1	8.00	187	0.41
2. Excavation & Grading	Rubber Tired Dozers	1	8.00	247	0.40
2. Excavation & Grading	Scrapers	2	8.00	367	0.48
2. Excavation & Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
3. Storage Track Installation & MOW Reno	Aerial Lifts	1	4.00	63	0.31
3. Storage Track Installation & MOW Reno	Air Compressors	1	4.00	78	0.48
3. Storage Track Installation & MOW Reno	Cranes	1	7.00	231	0.29
3. Storage Track Installation & MOW Reno	Forklifts	4	8.00	89	0.20
3. Storage Track Installation & MOW Reno	Generator Sets	1	8.00	84	0.74
3. Storage Track Installation & MOW Reno	Tractors/Loaders/Backhoes	4	7.00	97	0.37
3. Storage Track Installation & MOW Reno	Welders	2	8.00	46	0.45
4. Turnback Facility Construction	Cranes	1	7.00	231	0.29
4. Turnback Facility Construction	Forklifts	3	8.00	89	0.20
4. Turnback Facility Construction	Generator Sets	1	8.00	84	0.74
4. Turnback Facility Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
4. Turnback Facility Construction	Welders	2	8.00	46	0.45

Trips and VMT

LACMTA Division 20 Portal Widening & Turnback Facility - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
1. Portal Demo & Widening	8	80.00	0.00	3,000.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
2. Excavation & Grading	8	80.00	0.00	12,500.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
3. Storage Track Installation & MOW P	14	80.00	40.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
4. Turnback Facility Construction	10	80.00	40.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 1. Portal Demo & Widening - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.0207	0.0000	3.0207	0.4574	0.0000	0.4574			0.0000			0.0000
Off-Road	4.4373	42.9601	29.4644	0.0513		2.2538	2.2538		2.1285	2.1285		5,002.2307	5,002.2307	1.1453		5,030.8622
Total	4.4373	42.9601	29.4644	0.0513	3.0207	2.2538	5.2745	0.4574	2.1285	2.5859		5,002.2307	5,002.2307	1.1453		5,030.8622

LACMTA Division 20 Portal Widening & Turnback Facility - Los Angeles-South Coast County, Winter

3.2 1. Portal Demo & Widening - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2890	9.3111	2.0915	0.0236	0.5245	0.0344	0.5589	0.1438	0.0329	0.1766		2,549.5490	2,549.5490	0.1854		2,554.1846
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4430	0.3253	3.5398	9.1800e-003	0.8942	7.7100e-003	0.9019	0.2372	7.1100e-003	0.2443		913.7047	913.7047	0.0314		914.4905
Total	0.7320	9.6364	5.6313	0.0327	1.4187	0.0421	1.4608	0.3809	0.0400	0.4209		3,463.2537	3,463.2537	0.2169		3,468.6750

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.1781	0.0000	1.1781	0.1784	0.0000	0.1784			0.0000			0.0000
Off-Road	0.5874	2.5455	30.9971	0.0513		0.0783	0.0783		0.0783	0.0783	0.0000	5,002.2307	5,002.2307	1.1453		5,030.8622
Total	0.5874	2.5455	30.9971	0.0513	1.1781	0.0783	1.2564	0.1784	0.0783	0.2567	0.0000	5,002.2307	5,002.2307	1.1453		5,030.8622

LACMTA Division 20 Portal Widening & Turnback Facility - Los Angeles-South Coast County, Winter

3.2 1. Portal Demo & Widening - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2890	9.3111	2.0915	0.0236	0.5245	0.0344	0.5589	0.1438	0.0329	0.1766		2,549.5490	2,549.5490	0.1854		2,554.1846
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4430	0.3253	3.5398	9.1800e-003	0.8942	7.7100e-003	0.9019	0.2372	7.1100e-003	0.2443		913.7047	913.7047	0.0314		914.4905
Total	0.7320	9.6364	5.6313	0.0327	1.4187	0.0421	1.4608	0.3809	0.0400	0.4209		3,463.2537	3,463.2537	0.2169		3,468.6750

3.3 2. Excavation & Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.7186	0.0000	8.7186	3.6034	0.0000	3.6034			0.0000			0.0000
Off-Road	4.7389	54.5202	33.3768	0.0620		2.3827	2.3827		2.1920	2.1920		6,140.0195	6,140.0195	1.9426		6,188.5854
Total	4.7389	54.5202	33.3768	0.0620	8.7186	2.3827	11.1012	3.6034	2.1920	5.7954		6,140.0195	6,140.0195	1.9426		6,188.5854

LACMTA Division 20 Portal Widening & Turnback Facility - Los Angeles-South Coast County, Winter

3.3 2. Excavation & Grading - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4816	15.5185	3.4858	0.0393	1.6257	0.0573	1.6829	0.4241	0.0548	0.4788		4,249.2484	4,249.2484	0.3090		4,256.9743
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4430	0.3253	3.5398	9.1800e-003	0.8942	7.7100e-003	0.9019	0.2372	7.1100e-003	0.2443		913.7047	913.7047	0.0314		914.4905
Total	0.9246	15.8438	7.0256	0.0485	2.5199	0.0650	2.5848	0.6612	0.0619	0.7231		5,162.9531	5,162.9531	0.3405		5,171.4647

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.4002	0.0000	3.4002	1.4053	0.0000	1.4053			0.0000			0.0000
Off-Road	0.7616	3.3000	32.9991	0.0620		0.1015	0.1015		0.1015	0.1015	0.0000	6,140.0195	6,140.0195	1.9426		6,188.5854
Total	0.7616	3.3000	32.9991	0.0620	3.4002	0.1015	3.5018	1.4053	0.1015	1.5069	0.0000	6,140.0195	6,140.0195	1.9426		6,188.5854

LACMTA Division 20 Portal Widening & Turnback Facility - Los Angeles-South Coast County, Winter

3.3 2. Excavation & Grading - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4816	15.5185	3.4858	0.0393	1.6257	0.0573	1.6829	0.4241	0.0548	0.4788		4,249.2484	4,249.2484	0.3090		4,256.9743
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4430	0.3253	3.5398	9.1800e-003	0.8942	7.7100e-003	0.9019	0.2372	7.1100e-003	0.2443		913.7047	913.7047	0.0314		914.4905
Total	0.9246	15.8438	7.0256	0.0485	2.5199	0.0650	2.5848	0.6612	0.0619	0.7231		5,162.9531	5,162.9531	0.3405		5,171.4647

3.3 2. Excavation & Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.7186	0.0000	8.7186	3.6034	0.0000	3.6034			0.0000			0.0000
Off-Road	4.4501	50.1975	31.9583	0.0620		2.1739	2.1739		2.0000	2.0000		6,005.8653	6,005.8653	1.9424		6,054.4257
Total	4.4501	50.1975	31.9583	0.0620	8.7186	2.1739	10.8925	3.6034	2.0000	5.6033		6,005.8653	6,005.8653	1.9424		6,054.4257

LACMTA Division 20 Portal Widening & Turnback Facility - Los Angeles-South Coast County, Winter

3.3 2. Excavation & Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4474	14.5631	3.3858	0.0388	1.4558	0.0466	1.5024	0.3824	0.0446	0.4270		4,205.4703	4,205.4703	0.3019		4,213.0168
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4088	0.2900	3.2081	8.9000e-003	0.8942	7.4700e-003	0.9017	0.2372	6.8900e-003	0.2440		885.9363	885.9363	0.0279		886.6344
Total	0.8562	14.8531	6.5939	0.0477	2.3500	0.0541	2.4040	0.6195	0.0515	0.6710		5,091.4067	5,091.4067	0.3298		5,099.6512

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.4002	0.0000	3.4002	1.4053	0.0000	1.4053			0.0000			0.0000
Off-Road	0.7616	3.3000	32.9991	0.0620		0.1015	0.1015		0.1015	0.1015	0.0000	6,005.8653	6,005.8653	1.9424		6,054.4257
Total	0.7616	3.3000	32.9991	0.0620	3.4002	0.1015	3.5018	1.4053	0.1015	1.5069	0.0000	6,005.8653	6,005.8653	1.9424		6,054.4257

LACMTA Division 20 Portal Widening & Turnback Facility - Los Angeles-South Coast County, Winter

3.3 2. Excavation & Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4474	14.5631	3.3858	0.0388	1.4558	0.0466	1.5024	0.3824	0.0446	0.4270		4,205.470 3	4,205.470 3	0.3019		4,213.016 8
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4088	0.2900	3.2081	8.9000e-003	0.8942	7.4700e-003	0.9017	0.2372	6.8900e-003	0.2440		885.9363	885.9363	0.0279		886.6344
Total	0.8562	14.8531	6.5939	0.0477	2.3500	0.0541	2.4040	0.6195	0.0515	0.6710		5,091.406 7	5,091.406 7	0.3298		5,099.651 2

3.4 3. Storage Track Installation & MOW Reno - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.9705	25.3413	23.5586	0.0365		1.4982	1.4982		1.4139	1.4139		3,440.686 0	3,440.686 0	0.8273		3,461.369 5
Total	2.9705	25.3413	23.5586	0.0365		1.4982	1.4982		1.4139	1.4139		3,440.686 0	3,440.686 0	0.8273		3,461.369 5

LACMTA Division 20 Portal Widening & Turnback Facility - Los Angeles-South Coast County, Winter

3.4 3. Storage Track Installation & MOW Reno - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1487	4.2540	1.2295	0.0101	0.2561	0.0203	0.2764	0.0737	0.0195	0.0932		1,077.7963	1,077.7963	0.0721		1,079.5980
Worker	0.4088	0.2900	3.2081	8.9000e-003	0.8942	7.4700e-003	0.9017	0.2372	6.8900e-003	0.2440		885.9363	885.9363	0.0279		886.6344
Total	0.5576	4.5440	4.4376	0.0190	1.1503	0.0278	1.1781	0.3109	0.0264	0.3372		1,963.7326	1,963.7326	0.1000		1,966.2325

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.4642	4.0221	24.0268	0.0365		0.0547	0.0547		0.0547	0.0547	0.0000	3,440.6860	3,440.6860	0.8273		3,461.3695
Total	0.4642	4.0221	24.0268	0.0365		0.0547	0.0547		0.0547	0.0547	0.0000	3,440.6860	3,440.6860	0.8273		3,461.3695

LACMTA Division 20 Portal Widening & Turnback Facility - Los Angeles-South Coast County, Winter

3.4 3. Storage Track Installation & MOW Reno - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1487	4.2540	1.2295	0.0101	0.2561	0.0203	0.2764	0.0737	0.0195	0.0932		1,077.7963	1,077.7963	0.0721		1,079.5980
Worker	0.4088	0.2900	3.2081	8.9000e-003	0.8942	7.4700e-003	0.9017	0.2372	6.8900e-003	0.2440		885.9363	885.9363	0.0279		886.6344
Total	0.5576	4.5440	4.4376	0.0190	1.1503	0.0278	1.1781	0.3109	0.0264	0.3372		1,963.7326	1,963.7326	0.1000		1,966.2325

3.4 3. Storage Track Installation & MOW Reno - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6615	23.0972	23.1983	0.0365		1.2827	1.2827		1.2104	1.2104		3,441.1020	3,441.1020	0.8152		3,461.4828
Total	2.6615	23.0972	23.1983	0.0365		1.2827	1.2827		1.2104	1.2104		3,441.1020	3,441.1020	0.8152		3,461.4828

LACMTA Division 20 Portal Widening & Turnback Facility - Los Angeles-South Coast County, Winter

3.4 3. Storage Track Installation & MOW Reno - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1276	3.8756	1.1231	0.0100	0.2561	8.2000e-003	0.2643	0.0737	7.8400e-003	0.0816		1,069.3821	1,069.3821	0.0690		1,071.1080
Worker	0.3815	0.2609	2.9461	8.6100e-003	0.8942	7.2300e-003	0.9014	0.2372	6.6600e-003	0.2438		857.8009	857.8009	0.0252		858.4319
Total	0.5091	4.1365	4.0691	0.0186	1.1503	0.0154	1.1657	0.3109	0.0145	0.3254		1,927.1830	1,927.1830	0.0943		1,929.5399

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.4642	4.0221	24.0268	0.0365		0.0547	0.0547		0.0547	0.0547	0.0000	3,441.1020	3,441.1020	0.8152		3,461.4828
Total	0.4642	4.0221	24.0268	0.0365		0.0547	0.0547		0.0547	0.0547	0.0000	3,441.1020	3,441.1020	0.8152		3,461.4828

LACMTA Division 20 Portal Widening & Turnback Facility - Los Angeles-South Coast County, Winter

3.4 3. Storage Track Installation & MOW Reno - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1276	3.8756	1.1231	0.0100	0.2561	8.2000e-003	0.2643	0.0737	7.8400e-003	0.0816		1,069.3821	1,069.3821	0.0690		1,071.1080
Worker	0.3815	0.2609	2.9461	8.6100e-003	0.8942	7.2300e-003	0.9014	0.2372	6.6600e-003	0.2438		857.8009	857.8009	0.0252		858.4319
Total	0.5091	4.1365	4.0691	0.0186	1.1503	0.0154	1.1657	0.3109	0.0145	0.3254		1,927.1830	1,927.1830	0.0943		1,929.5399

3.4 3. Storage Track Installation & MOW Reno - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.3951	20.8188	22.9272	0.0366		1.0813	1.0813		1.0211	1.0211		3,442.3682	3,442.3682	0.8084		3,462.5784
Total	2.3951	20.8188	22.9272	0.0366		1.0813	1.0813		1.0211	1.0211		3,442.3682	3,442.3682	0.8084		3,462.5784

LACMTA Division 20 Portal Widening & Turnback Facility - Los Angeles-South Coast County, Winter

3.4 3. Storage Track Installation & MOW Reno - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1198	3.6832	1.0631	9.9100e-003	0.2561	7.1700e-003	0.2633	0.0737	6.8600e-003	0.0806		1,059.8811	1,059.8811	0.0666		1,061.5464
Worker	0.3583	0.2356	2.7134	8.3000e-003	0.8942	7.0000e-003	0.9012	0.2372	6.4500e-003	0.2436		827.6556	827.6556	0.0228		828.2253
Total	0.4781	3.9188	3.7765	0.0182	1.1503	0.0142	1.1645	0.3109	0.0133	0.3242		1,887.5367	1,887.5367	0.0894		1,889.7717

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.4642	4.0221	24.0268	0.0366		0.0547	0.0547		0.0547	0.0547	0.0000	3,442.3682	3,442.3682	0.8084		3,462.5784
Total	0.4642	4.0221	24.0268	0.0366		0.0547	0.0547		0.0547	0.0547	0.0000	3,442.3682	3,442.3682	0.8084		3,462.5784

LACMTA Division 20 Portal Widening & Turnback Facility - Los Angeles-South Coast County, Winter

3.4 3. Storage Track Installation & MOW Reno - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1198	3.6832	1.0631	9.9100e-003	0.2561	7.1700e-003	0.2633	0.0737	6.8600e-003	0.0806		1,059.8811	1,059.8811	0.0666		1,061.5464
Worker	0.3583	0.2356	2.7134	8.3000e-003	0.8942	7.0000e-003	0.9012	0.2372	6.4500e-003	0.2436		827.6556	827.6556	0.0228		828.2253
Total	0.4781	3.9188	3.7765	0.0182	1.1503	0.0142	1.1645	0.3109	0.0133	0.3242		1,887.5367	1,887.5367	0.0894		1,889.7717

3.5 4. Turnback Facility Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9830	17.0785	18.0592	0.0295		0.8729	0.8729		0.8251	0.8251		2,761.8113	2,761.8113	0.6368		2,777.7306
Total	1.9830	17.0785	18.0592	0.0295		0.8729	0.8729		0.8251	0.8251		2,761.8113	2,761.8113	0.6368		2,777.7306

LACMTA Division 20 Portal Widening & Turnback Facility - Los Angeles-South Coast County, Winter

3.5 4. Turnback Facility Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1198	3.6832	1.0631	9.9100e-003	0.2561	7.1700e-003	0.2633	0.0737	6.8600e-003	0.0806		1,059.8811	1,059.8811	0.0666		1,061.5464
Worker	0.3583	0.2356	2.7134	8.3000e-003	0.8942	7.0000e-003	0.9012	0.2372	6.4500e-003	0.2436		827.6556	827.6556	0.0228		828.2253
Total	0.4781	3.9188	3.7765	0.0182	1.1503	0.0142	1.1645	0.3109	0.0133	0.3242		1,887.5367	1,887.5367	0.0894		1,889.7717

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3716	3.2387	18.9571	0.0295		0.0437	0.0437		0.0437	0.0437	0.0000	2,761.8113	2,761.8113	0.6368		2,777.7306
Total	0.3716	3.2387	18.9571	0.0295		0.0437	0.0437		0.0437	0.0437	0.0000	2,761.8113	2,761.8113	0.6368		2,777.7306

LACMTA Division 20 Portal Widening & Turnback Facility - Los Angeles-South Coast County, Winter

3.5 4. Turnback Facility Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1198	3.6832	1.0631	9.9100e-003	0.2561	7.1700e-003	0.2633	0.0737	6.8600e-003	0.0806		1,059.8811	1,059.8811	0.0666		1,061.5464
Worker	0.3583	0.2356	2.7134	8.3000e-003	0.8942	7.0000e-003	0.9012	0.2372	6.4500e-003	0.2436		827.6556	827.6556	0.0228		828.2253
Total	0.4781	3.9188	3.7765	0.0182	1.1503	0.0142	1.1645	0.3109	0.0133	0.3242		1,887.5367	1,887.5367	0.0894		1,889.7717

3.5 4. Turnback Facility Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8272	15.8054	17.9219	0.0295		0.7549	0.7549		0.7136	0.7136		2,762.6877	2,762.6877	0.6305		2,778.4497
Total	1.8272	15.8054	17.9219	0.0295		0.7549	0.7549		0.7136	0.7136		2,762.6877	2,762.6877	0.6305		2,778.4497

LACMTA Division 20 Portal Widening & Turnback Facility - Los Angeles-South Coast County, Winter

3.5 4. Turnback Facility Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0890	2.7896	0.9446	9.5900e-003	0.2561	3.4000e-003	0.2595	0.0737	3.2500e-003	0.0770		1,026.9652	1,026.9652	0.0586		1,028.4312
Worker	0.3375	0.2131	2.4941	8.0000e-003	0.8942	6.8000e-003	0.9010	0.2372	6.2600e-003	0.2434		797.3765	797.3765	0.0205		797.8895
Total	0.4266	3.0027	3.4388	0.0176	1.1503	0.0102	1.1605	0.3109	9.5100e-003	0.3204		1,824.3417	1,824.3417	0.0792		1,826.3207

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3716	3.2387	18.9571	0.0295		0.0437	0.0437		0.0437	0.0437	0.0000	2,762.6877	2,762.6877	0.6305		2,778.4497
Total	0.3716	3.2387	18.9571	0.0295		0.0437	0.0437		0.0437	0.0437	0.0000	2,762.6877	2,762.6877	0.6305		2,778.4497

LACMTA Division 20 Portal Widening & Turnback Facility - Los Angeles-South Coast County, Winter

3.5 4. Turnback Facility Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0890	2.7896	0.9446	9.5900e-003	0.2561	3.4000e-003	0.2595	0.0737	3.2500e-003	0.0770		1,026.9652	1,026.9652	0.0586		1,028.4312
Worker	0.3375	0.2131	2.4941	8.0000e-003	0.8942	6.8000e-003	0.9010	0.2372	6.2600e-003	0.2434		797.3765	797.3765	0.0205		797.8895
Total	0.4266	3.0027	3.4388	0.0176	1.1503	0.0102	1.1605	0.3109	9.5100e-003	0.3204		1,824.3417	1,824.3417	0.0792		1,826.3207

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

LACMTA Division 20 Portal Widening & Turnback Facility - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Industrial	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Industrial	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Industrial	0.545842	0.044768	0.205288	0.119317	0.015350	0.006227	0.020460	0.031333	0.002546	0.002133	0.005184	0.000692	0.000862

5.0 Energy Detail

Historical Energy Use: N

LACMTA Division 20 Portal Widening & Turnback Facility - Los Angeles-South Coast County, Winter

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	

LACMTA Division 20 Portal Widening & Turnback Facility - Los Angeles-South Coast County, Winter

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Land Use	kBTU/yr	lb/day										lb/day						
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Unmitigated	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004

LACMTA Division 20 Portal Widening & Turnback Facility - Los Angeles-South Coast County, Winter

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Total	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Total	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004

7.0 Water Detail

LACMTA Division 20 Portal Widening & Turnback Facility - Los Angeles-South Coast County, Winter

7.1 Mitigation Measures Water**8.0 Waste Detail****8.1 Mitigation Measures Waste****9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

Appendix A

CalEEMod Output – Annual Construction Emissions

LACMTA Division 20 Portal Widening & Turnback Facility - Los Angeles-South Coast County, Annual

LACMTA Division 20 Portal Widening & Turnback Facility
Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	1.00	User Defined Unit	10.25	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	12			Operational Year	2023
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MW hr)	1227.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

LACMTA Division 20 Portal Widening & Turnback Facility - Los Angeles-South Coast County, Annual

Project Characteristics - Construction Only

Land Use - Total Disturbed Area ~ 10.25 acres.

Construction Phase - LACMTA Schedule.

Off-road Equipment - Maximum Daily Activity

Off-road Equipment - Maximum Daily Activity

Off-road Equipment - Maximum Daily Activity.

Off-road Equipment - Maximum Daily Activity.

Demolition - Remove 306,875 square feet of existing structures.

Grading - Excavate approximately 100,000 cubic yards.

Trips and VMT - Max Daily Workers: 40 = 80 one-way trips.

Max Daily Demo Haul: 15 trucks = 30 one-way trips x 100 days = 3,000 trips.

Max Daily Excav Haul: 25 trucks = 50 one-way trips x 250 days = 12,500 trips.

Max Daily Deliveries: 20 trucks = 40 one-way trips.

Fleet Mix - Construction Only

Energy Use -

Construction Off-road Equipment Mitigation - Metro Green Construction Policy Requirements.

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Parking	100	0
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00

LACMTA Division 20 Portal Widening & Turnback Facility - Los Angeles-South Coast County, Annual

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	300.00	430.00
tblConstructionPhase	NumDays	300.00	430.00
tblConstructionPhase	NumDays	20.00	100.00
tblConstructionPhase	NumDays	30.00	250.00
tblGrading	MaterialExported	0.00	100,000.00
tblLandUse	LotAcreage	0.00	10.25
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00

LACMTA Division 20 Portal Widening & Turnback Facility - Los Angeles-South Coast County, Annual

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	PhaseName		3. Storage Track Installation & MOW Reno
tblOffRoadEquipment	PhaseName		3. Storage Track Installation & MOW Reno
tblTripsAndVMT	HaulingTripNumber	1,396.00	3,000.00
tblTripsAndVMT	VendorTripNumber	0.00	40.00
tblTripsAndVMT	VendorTripNumber	0.00	40.00
tblTripsAndVMT	WorkerTripNumber	20.00	80.00
tblTripsAndVMT	WorkerTripNumber	20.00	80.00
tblTripsAndVMT	WorkerTripNumber	0.00	80.00
tblTripsAndVMT	WorkerTripNumber	0.00	80.00

2.0 Emissions Summary

LACMTA Division 20 Portal Widening & Turnback Facility - Los Angeles-South Coast County, Annual

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.5846	6.7741	4.1173	0.0107	1.0545	0.2579	1.3124	0.3099	0.2402	0.5501	0.0000	988.7498	988.7498	0.1825	0.0000	993.3120
2020	0.5746	6.2787	4.3695	0.0109	0.9636	0.2466	1.2101	0.3169	0.2293	0.5462	0.0000	991.0634	991.0634	0.1909	0.0000	995.8356
2021	0.4085	3.5643	3.5619	7.2400e-003	0.1473	0.1694	0.3167	0.0399	0.1598	0.1997	0.0000	639.2980	639.2980	0.1074	0.0000	641.9841
2022	0.3232	2.8140	2.9391	6.3800e-003	0.1467	0.1195	0.2662	0.0397	0.1129	0.1526	0.0000	564.3438	564.3438	0.0885	0.0000	566.5571
2023	0.2328	1.9801	2.2463	4.9700e-003	0.1185	0.0803	0.1988	0.0321	0.0759	0.1080	0.0000	439.7809	439.7809	0.0675	0.0000	441.4674
Maximum	0.5846	6.7741	4.3695	0.0109	1.0545	0.2579	1.3124	0.3169	0.2402	0.5501	0.0000	991.0634	991.0634	0.1909	0.0000	995.8356

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2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.1594	1.7570	4.1718	0.0107	0.5419	0.0157	0.5576	0.1554	0.0154	0.1709	0.0000	988.7491	988.7491	0.1825	0.0000	993.3113
2020	0.1677	1.7849	4.4689	0.0109	0.5137	0.0156	0.5293	0.1603	0.0154	0.1757	0.0000	991.0628	991.0628	0.1909	0.0000	995.8350
2021	0.1217	1.0750	3.6700	7.2400e-003	0.1473	9.1300e-003	0.1564	0.0399	9.0100e-003	0.0489	0.0000	639.2975	639.2975	0.1074	0.0000	641.9836
2022	0.1073	0.9557	3.0598	6.3800e-003	0.1467	7.7300e-003	0.1545	0.0397	7.6100e-003	0.0473	0.0000	564.3434	564.3434	0.0885	0.0000	566.5567
2023	0.0800	0.6606	2.3550	4.9700e-003	0.1185	5.6500e-003	0.1242	0.0321	5.5800e-003	0.0377	0.0000	439.7806	439.7806	0.0675	0.0000	441.4671
Maximum	0.1677	1.7849	4.4689	0.0109	0.5419	0.0157	0.5576	0.1603	0.0154	0.1757	0.0000	991.0628	991.0628	0.1909	0.0000	995.8350

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	70.05	70.89	-2.85	0.00	39.60	93.84	53.94	42.12	93.52	69.14	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
5	1-4-2019	4-3-2019	0.6393	0.1493
6	4-4-2019	7-3-2019	1.8707	0.4321
7	7-4-2019	10-3-2019	2.3308	0.6191
8	10-4-2019	1-3-2020	2.4920	0.6833
9	1-4-2020	4-3-2020	2.2863	0.6423
10	4-4-2020	7-3-2020	2.2780	0.6339

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11	7-4-2020	10-3-2020	1.0717	0.3059
12	10-4-2020	1-3-2021	1.0946	0.3145
13	1-4-2021	4-3-2021	0.9772	0.2935
14	4-4-2021	7-3-2021	0.9861	0.2948
15	7-4-2021	10-3-2021	0.9970	0.2981
16	10-4-2021	1-3-2022	0.9960	0.2998
17	1-4-2022	4-3-2022	0.8158	0.2682
18	4-4-2022	7-3-2022	0.7606	0.2584
19	7-4-2022	10-3-2022	0.7690	0.2613
20	10-4-2022	1-3-2023	0.7682	0.2621
21	1-4-2023	4-3-2023	0.6769	0.2262
22	4-4-2023	7-3-2023	0.6830	0.2272
23	7-4-2023	9-30-2023	0.6679	0.2222
		Highest	2.4920	0.6833

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2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005

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2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	1. Portal Demo & Widening	Demolition	3/4/2019	7/19/2019	5	100	Demolish & redevelop portal.
2	2. Excavation & Grading	Grading	7/22/2019	7/3/2020	5	250	Excavate ~100,000 CY & level site.
3	3. Storage Track Installation & MOW Reno	Building Construction	7/6/2020	2/25/2022	5	430	Install tracks/U-shape; Renovate MOW.
4	4. Turnback Facility Construction	Building Construction	2/28/2022	10/20/2023	5	430	Construct south storage yard.

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
1. Portal Demo & Widening	Concrete/Industrial Saws	3	8.00	81	0.73
1. Portal Demo & Widening	Excavators	3	8.00	158	0.38
1. Portal Demo & Widening	Rubber Tired Dozers	2	8.00	247	0.40
2. Excavation & Grading	Excavators	2	8.00	158	0.38
2. Excavation & Grading	Graders	1	8.00	187	0.41
2. Excavation & Grading	Rubber Tired Dozers	1	8.00	247	0.40
2. Excavation & Grading	Scrapers	2	8.00	367	0.48
2. Excavation & Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
3. Storage Track Installation & MOW Reno	Aerial Lifts	1	4.00	63	0.31
3. Storage Track Installation & MOW Reno	Air Compressors	1	4.00	78	0.48
3. Storage Track Installation & MOW Reno	Cranes	1	7.00	231	0.29
3. Storage Track Installation & MOW Reno	Forklifts	4	8.00	89	0.20
3. Storage Track Installation & MOW Reno	Generator Sets	1	8.00	84	0.74
3. Storage Track Installation & MOW Reno	Tractors/Loaders/Backhoes	4	7.00	97	0.37
3. Storage Track Installation & MOW Reno	Welders	2	8.00	46	0.45
4. Turnback Facility Construction	Cranes	1	7.00	231	0.29
4. Turnback Facility Construction	Forklifts	3	8.00	89	0.20
4. Turnback Facility Construction	Generator Sets	1	8.00	84	0.74
4. Turnback Facility Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
4. Turnback Facility Construction	Welders	2	8.00	46	0.45

Trips and VMT

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Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
1. Portal Demo & Widening	8	80.00	0.00	3,000.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
2. Excavation & Grading	8	80.00	0.00	12,500.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
3. Storage Track Installation & MOW P	14	80.00	40.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
4. Turnback Facility Construction	10	80.00	40.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 1. Portal Demo & Widening - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1510	0.0000	0.1510	0.0229	0.0000	0.0229	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2219	2.1480	1.4732	2.5700e-003		0.1127	0.1127		0.1064	0.1064	0.0000	226.8974	226.8974	0.0520	0.0000	228.1961
Total	0.2219	2.1480	1.4732	2.5700e-003	0.1510	0.1127	0.2637	0.0229	0.1064	0.1293	0.0000	226.8974	226.8974	0.0520	0.0000	228.1961

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3.2 1. Portal Demo & Widening - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0143	0.4747	0.1008	1.1900e-003	0.0258	1.7000e-003	0.0275	7.0800e-003	1.6300e-003	8.7000e-003	0.0000	116.8028	116.8028	8.2400e-003	0.0000	117.0087
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0200	0.0167	0.1816	4.7000e-004	0.0438	3.9000e-004	0.0442	0.0116	3.6000e-004	0.0120	0.0000	42.1343	42.1343	1.4500e-003	0.0000	42.1705
Total	0.0343	0.4914	0.2824	1.6600e-003	0.0696	2.0900e-003	0.0717	0.0187	1.9900e-003	0.0207	0.0000	158.9371	158.9371	9.6900e-003	0.0000	159.1792

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0589	0.0000	0.0589	8.9200e-003	0.0000	8.9200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0294	0.1273	1.5499	2.5700e-003		3.9200e-003	3.9200e-003		3.9200e-003	3.9200e-003	0.0000	226.8971	226.8971	0.0520	0.0000	228.1958
Total	0.0294	0.1273	1.5499	2.5700e-003	0.0589	3.9200e-003	0.0628	8.9200e-003	3.9200e-003	0.0128	0.0000	226.8971	226.8971	0.0520	0.0000	228.1958

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3.2 1. Portal Demo & Widening - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0143	0.4747	0.1008	1.1900e-003	0.0258	1.7000e-003	0.0275	7.0800e-003	1.6300e-003	8.7000e-003	0.0000	116.8028	116.8028	8.2400e-003	0.0000	117.0087
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0200	0.0167	0.1816	4.7000e-004	0.0438	3.9000e-004	0.0442	0.0116	3.6000e-004	0.0120	0.0000	42.1343	42.1343	1.4500e-003	0.0000	42.1705
Total	0.0343	0.4914	0.2824	1.6600e-003	0.0696	2.0900e-003	0.0717	0.0187	1.9900e-003	0.0207	0.0000	158.9371	158.9371	9.6900e-003	0.0000	159.1792

3.3 2. Excavation & Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.6894	0.0000	0.6894	0.2303	0.0000	0.2303	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2772	3.1894	1.9525	3.6300e-003		0.1394	0.1394		0.1282	0.1282	0.0000	325.8527	325.8527	0.1031	0.0000	328.4301
Total	0.2772	3.1894	1.9525	3.6300e-003	0.6894	0.1394	0.8287	0.2303	0.1282	0.3585	0.0000	325.8527	325.8527	0.1031	0.0000	328.4301

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3.3 2. Excavation & Grading - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0278	0.9257	0.1966	2.3200e-003	0.0932	3.3100e-003	0.0966	0.0244	3.1700e-003	0.0275	0.0000	227.7655	227.7655	0.0161	0.0000	228.1670
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0234	0.0195	0.2125	5.5000e-004	0.0513	4.5000e-004	0.0517	0.0136	4.2000e-004	0.0140	0.0000	49.2971	49.2971	1.7000e-003	0.0000	49.3395
Total	0.0512	0.9453	0.4091	2.8700e-003	0.1445	3.7600e-003	0.1483	0.0380	3.5900e-003	0.0416	0.0000	277.0626	277.0626	0.0178	0.0000	277.5065

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2689	0.0000	0.2689	0.0898	0.0000	0.0898	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0446	0.1931	1.9305	3.6300e-003		5.9400e-003	5.9400e-003		5.9400e-003	5.9400e-003	0.0000	325.8523	325.8523	0.1031	0.0000	328.4297
Total	0.0446	0.1931	1.9305	3.6300e-003	0.2689	5.9400e-003	0.2748	0.0898	5.9400e-003	0.0958	0.0000	325.8523	325.8523	0.1031	0.0000	328.4297

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3.3 2. Excavation & Grading - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0278	0.9257	0.1966	2.3200e-003	0.0932	3.3100e-003	0.0966	0.0244	3.1700e-003	0.0275	0.0000	227.7655	227.7655	0.0161	0.0000	228.1670
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0234	0.0195	0.2125	5.5000e-004	0.0513	4.5000e-004	0.0517	0.0136	4.2000e-004	0.0140	0.0000	49.2971	49.2971	1.7000e-003	0.0000	49.3395
Total	0.0512	0.9453	0.4091	2.8700e-003	0.1445	3.7600e-003	0.1483	0.0380	3.5900e-003	0.0416	0.0000	277.0626	277.0626	0.0178	0.0000	277.5065

3.3 2. Excavation & Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.7375	0.0000	0.7375	0.2568	0.0000	0.2568	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2959	3.3381	2.1252	4.1200e-003		0.1446	0.1446		0.1330	0.1330	0.0000	362.3206	362.3206	0.1172	0.0000	365.2501
Total	0.2959	3.3381	2.1252	4.1200e-003	0.7375	0.1446	0.8821	0.2568	0.1330	0.3898	0.0000	362.3206	362.3206	0.1172	0.0000	365.2501

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3.3 2. Excavation & Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0293	0.9874	0.2176	2.6100e-003	0.0949	3.0700e-003	0.0980	0.0250	2.9400e-003	0.0279	0.0000	256.2851	256.2851	0.0179	0.0000	256.7314
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0246	0.0198	0.2190	6.0000e-004	0.0583	5.0000e-004	0.0588	0.0155	4.6000e-004	0.0159	0.0000	54.3359	54.3359	1.7100e-003	0.0000	54.3787
Total	0.0539	1.0072	0.4366	3.2100e-003	0.1532	3.5700e-003	0.1568	0.0405	3.4000e-003	0.0439	0.0000	310.6209	310.6209	0.0196	0.0000	311.1100

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2876	0.0000	0.2876	0.1001	0.0000	0.1001	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0506	0.2195	2.1944	4.1200e-003		6.7500e-003	6.7500e-003		6.7500e-003	6.7500e-003	0.0000	362.3201	362.3201	0.1172	0.0000	365.2497
Total	0.0506	0.2195	2.1944	4.1200e-003	0.2876	6.7500e-003	0.2944	0.1001	6.7500e-003	0.1069	0.0000	362.3201	362.3201	0.1172	0.0000	365.2497

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3.3 2. Excavation & Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0293	0.9874	0.2176	2.6100e-003	0.0949	3.0700e-003	0.0980	0.0250	2.9400e-003	0.0279	0.0000	256.2851	256.2851	0.0179	0.0000	256.7314
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0246	0.0198	0.2190	6.0000e-004	0.0583	5.0000e-004	0.0588	0.0155	4.6000e-004	0.0159	0.0000	54.3359	54.3359	1.7100e-003	0.0000	54.3787
Total	0.0539	1.0072	0.4366	3.2100e-003	0.1532	3.5700e-003	0.1568	0.0405	3.4000e-003	0.0439	0.0000	310.6209	310.6209	0.0196	0.0000	311.1100

3.4 3. Storage Track Installation & MOW Reno - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1916	1.6345	1.5195	2.3600e-003		0.0966	0.0966		0.0912	0.0912	0.0000	201.3263	201.3263	0.0484	0.0000	202.5366
Total	0.1916	1.6345	1.5195	2.3600e-003		0.0966	0.0966		0.0912	0.0912	0.0000	201.3263	201.3263	0.0484	0.0000	202.5366

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3.4 3. Storage Track Installation & MOW Reno - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.3600e-003	0.2796	0.0757	6.6000e-004	0.0163	1.3000e-003	0.0176	4.6900e-003	1.2400e-003	5.9300e-003	0.0000	64.0940	64.0940	4.0700e-003	0.0000	64.1958
Worker	0.0238	0.0192	0.2124	5.8000e-004	0.0565	4.8000e-004	0.0570	0.0150	4.4000e-004	0.0155	0.0000	52.7017	52.7017	1.6600e-003	0.0000	52.7432
Total	0.0332	0.2988	0.2881	1.2400e-003	0.0728	1.7800e-003	0.0746	0.0197	1.6800e-003	0.0214	0.0000	116.7957	116.7957	5.7300e-003	0.0000	116.9390

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0299	0.2594	1.5497	2.3600e-003		3.5300e-003	3.5300e-003		3.5300e-003	3.5300e-003	0.0000	201.3261	201.3261	0.0484	0.0000	202.5363
Total	0.0299	0.2594	1.5497	2.3600e-003		3.5300e-003	3.5300e-003		3.5300e-003	3.5300e-003	0.0000	201.3261	201.3261	0.0484	0.0000	202.5363

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3.4 3. Storage Track Installation & MOW Reno - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.3600e-003	0.2796	0.0757	6.6000e-004	0.0163	1.3000e-003	0.0176	4.6900e-003	1.2400e-003	5.9300e-003	0.0000	64.0940	64.0940	4.0700e-003	0.0000	64.1958
Worker	0.0238	0.0192	0.2124	5.8000e-004	0.0565	4.8000e-004	0.0570	0.0150	4.4000e-004	0.0155	0.0000	52.7017	52.7017	1.6600e-003	0.0000	52.7432
Total	0.0332	0.2988	0.2881	1.2400e-003	0.0728	1.7800e-003	0.0746	0.0197	1.6800e-003	0.0214	0.0000	116.7957	116.7957	5.7300e-003	0.0000	116.9390

3.4 3. Storage Track Installation & MOW Reno - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3473	3.0142	3.0274	4.7700e-003		0.1674	0.1674		0.1580	0.1580	0.0000	407.3838	407.3838	0.0965	0.0000	409.7967
Total	0.3473	3.0142	3.0274	4.7700e-003		0.1674	0.1674		0.1580	0.1580	0.0000	407.3838	407.3838	0.0965	0.0000	409.7967

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3.4 3. Storage Track Installation & MOW Reno - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0162	0.5152	0.1397	1.3300e-003	0.0329	1.0500e-003	0.0339	9.4900e-003	1.0000e-003	0.0105	0.0000	128.6712	128.6712	7.8900e-003	0.0000	128.8685
Worker	0.0449	0.0350	0.3948	1.1400e-003	0.1144	9.4000e-004	0.1153	0.0304	8.7000e-004	0.0313	0.0000	103.2429	103.2429	3.0400e-003	0.0000	103.3189
Total	0.0611	0.5501	0.5345	2.4700e-003	0.1473	1.9900e-003	0.1493	0.0399	1.8700e-003	0.0417	0.0000	231.9142	231.9142	0.0109	0.0000	232.1874

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0606	0.5249	3.1355	4.7700e-003		7.1300e-003	7.1300e-003		7.1300e-003	7.1300e-003	0.0000	407.3834	407.3834	0.0965	0.0000	409.7962
Total	0.0606	0.5249	3.1355	4.7700e-003		7.1300e-003	7.1300e-003		7.1300e-003	7.1300e-003	0.0000	407.3834	407.3834	0.0965	0.0000	409.7962

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3.4 3. Storage Track Installation & MOW Reno - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0162	0.5152	0.1397	1.3300e-003	0.0329	1.0500e-003	0.0339	9.4900e-003	1.0000e-003	0.0105	0.0000	128.6712	128.6712	7.8900e-003	0.0000	128.8685
Worker	0.0449	0.0350	0.3948	1.1400e-003	0.1144	9.4000e-004	0.1153	0.0304	8.7000e-004	0.0313	0.0000	103.2429	103.2429	3.0400e-003	0.0000	103.3189
Total	0.0611	0.5501	0.5345	2.4700e-003	0.1473	1.9900e-003	0.1493	0.0399	1.8700e-003	0.0417	0.0000	231.9142	231.9142	0.0109	0.0000	232.1874

3.4 3. Storage Track Installation & MOW Reno - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0479	0.4164	0.4585	7.3000e-004		0.0216	0.0216		0.0204	0.0204	0.0000	62.4573	62.4573	0.0147	0.0000	62.8240
Total	0.0479	0.4164	0.4585	7.3000e-004		0.0216	0.0216		0.0204	0.0204	0.0000	62.4573	62.4573	0.0147	0.0000	62.8240

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3.4 3. Storage Track Installation & MOW Reno - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.3300e-003	0.0750	0.0203	2.0000e-004	5.0400e-003	1.4000e-004	5.1800e-003	1.4500e-003	1.3000e-004	1.5900e-003	0.0000	19.5465	19.5465	1.1700e-003	0.0000	19.5757
Worker	6.4600e-003	4.8400e-003	0.0558	1.7000e-004	0.0175	1.4000e-004	0.0177	4.6600e-003	1.3000e-004	4.7900e-003	0.0000	15.2665	15.2665	4.2000e-004	0.0000	15.2770
Total	8.7900e-003	0.0799	0.0760	3.7000e-004	0.0226	2.8000e-004	0.0229	6.1100e-003	2.6000e-004	6.3800e-003	0.0000	34.8130	34.8130	1.5900e-003	0.0000	34.8527

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.2800e-003	0.0804	0.4805	7.3000e-004		1.0900e-003	1.0900e-003		1.0900e-003	1.0900e-003	0.0000	62.4572	62.4572	0.0147	0.0000	62.8239
Total	9.2800e-003	0.0804	0.4805	7.3000e-004		1.0900e-003	1.0900e-003		1.0900e-003	1.0900e-003	0.0000	62.4572	62.4572	0.0147	0.0000	62.8239

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3.4 3. Storage Track Installation & MOW Reno - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.3300e-003	0.0750	0.0203	2.0000e-004	5.0400e-003	1.4000e-004	5.1800e-003	1.4500e-003	1.3000e-004	1.5900e-003	0.0000	19.5465	19.5465	1.1700e-003	0.0000	19.5757
Worker	6.4600e-003	4.8400e-003	0.0558	1.7000e-004	0.0175	1.4000e-004	0.0177	4.6600e-003	1.3000e-004	4.7900e-003	0.0000	15.2665	15.2665	4.2000e-004	0.0000	15.2770
Total	8.7900e-003	0.0799	0.0760	3.7000e-004	0.0226	2.8000e-004	0.0229	6.1100e-003	2.6000e-004	6.3800e-003	0.0000	34.8130	34.8130	1.5900e-003	0.0000	34.8527

3.5 4. Turnback Facility Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2181	1.8786	1.9865	3.2400e-003		0.0960	0.0960		0.0908	0.0908	0.0000	275.6020	275.6020	0.0635	0.0000	277.1906
Total	0.2181	1.8786	1.9865	3.2400e-003		0.0960	0.0960		0.0908	0.0908	0.0000	275.6020	275.6020	0.0635	0.0000	277.1906

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3.5 4. Turnback Facility Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0128	0.4126	0.1114	1.1100e-003	0.0277	7.7000e-004	0.0285	8.0000e-003	7.4000e-004	8.7400e-003	0.0000	107.5059	107.5059	6.4200e-003	0.0000	107.6664
Worker	0.0355	0.0266	0.3066	9.3000e-004	0.0964	7.7000e-004	0.0972	0.0256	7.1000e-004	0.0263	0.0000	83.9656	83.9656	2.3100e-003	0.0000	84.0234
Total	0.0483	0.4392	0.4180	2.0400e-003	0.1242	1.5400e-003	0.1257	0.0336	1.4500e-003	0.0351	0.0000	191.4715	191.4715	8.7300e-003	0.0000	191.6898

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0409	0.3563	2.0853	3.2400e-003		4.8100e-003	4.8100e-003		4.8100e-003	4.8100e-003	0.0000	275.6017	275.6017	0.0635	0.0000	277.1903
Total	0.0409	0.3563	2.0853	3.2400e-003		4.8100e-003	4.8100e-003		4.8100e-003	4.8100e-003	0.0000	275.6017	275.6017	0.0635	0.0000	277.1903

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3.5 4. Turnback Facility Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0128	0.4126	0.1114	1.1100e-003	0.0277	7.7000e-004	0.0285	8.0000e-003	7.4000e-004	8.7400e-003	0.0000	107.5059	107.5059	6.4200e-003	0.0000	107.6664
Worker	0.0355	0.0266	0.3066	9.3000e-004	0.0964	7.7000e-004	0.0972	0.0256	7.1000e-004	0.0263	0.0000	83.9656	83.9656	2.3100e-003	0.0000	84.0234
Total	0.0483	0.4392	0.4180	2.0400e-003	0.1242	1.5400e-003	0.1257	0.0336	1.4500e-003	0.0351	0.0000	191.4715	191.4715	8.7300e-003	0.0000	191.6898

3.5 4. Turnback Facility Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1919	1.6596	1.8818	3.1000e-003		0.0793	0.0793		0.0749	0.0749	0.0000	263.1582	263.1582	0.0601	0.0000	264.6596
Total	0.1919	1.6596	1.8818	3.1000e-003		0.0793	0.0793		0.0749	0.0749	0.0000	263.1582	263.1582	0.0601	0.0000	264.6596

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3.5 4. Turnback Facility Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.0900e-003	0.2975	0.0954	1.0200e-003	0.0265	3.5000e-004	0.0268	7.6400e-003	3.3000e-004	7.9700e-003	0.0000	99.4066	99.4066	5.4200e-003	0.0000	99.5420
Worker	0.0319	0.0230	0.2691	8.5000e-004	0.0921	7.1000e-004	0.0928	0.0245	6.6000e-004	0.0251	0.0000	77.2161	77.2161	1.9900e-003	0.0000	77.2658
Total	0.0410	0.3205	0.3645	1.8700e-003	0.1185	1.0600e-003	0.1196	0.0321	9.9000e-004	0.0331	0.0000	176.6227	176.6227	7.4100e-003	0.0000	176.8079

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0390	0.3401	1.9905	3.1000e-003		4.5900e-003	4.5900e-003		4.5900e-003	4.5900e-003	0.0000	263.1578	263.1578	0.0601	0.0000	264.6592
Total	0.0390	0.3401	1.9905	3.1000e-003		4.5900e-003	4.5900e-003		4.5900e-003	4.5900e-003	0.0000	263.1578	263.1578	0.0601	0.0000	264.6592

LACMTA Division 20 Portal Widening & Turnback Facility - Los Angeles-South Coast County, Annual

3.5 4. Turnback Facility Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.0900e-003	0.2975	0.0954	1.0200e-003	0.0265	3.5000e-004	0.0268	7.6400e-003	3.3000e-004	7.9700e-003	0.0000	99.4066	99.4066	5.4200e-003	0.0000	99.5420
Worker	0.0319	0.0230	0.2691	8.5000e-004	0.0921	7.1000e-004	0.0928	0.0245	6.6000e-004	0.0251	0.0000	77.2161	77.2161	1.9900e-003	0.0000	77.2658
Total	0.0410	0.3205	0.3645	1.8700e-003	0.1185	1.0600e-003	0.1196	0.0321	9.9000e-004	0.0331	0.0000	176.6227	176.6227	7.4100e-003	0.0000	176.8079

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Industrial	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Industrial	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Industrial	0.545842	0.044768	0.205288	0.119317	0.015350	0.006227	0.020460	0.031333	0.002546	0.002133	0.005184	0.000692	0.000862

5.0 Energy Detail

Historical Energy Use: N

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5.2 Energy by Land Use - Natural Gas

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

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5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
Unmitigated	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005

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6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
Total	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
Total	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005

7.0 Water Detail

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7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
User Defined Industrial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

LACMTA Division 20 Portal Widening & Turnback Facility - Los Angeles-South Coast County, Annual

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
User Defined Industrial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

LACMTA Division 20 Portal Widening & Turnback Facility - Los Angeles-South Coast County, Annual

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Appendix A

Calculation Sheet – Operational Mobile Trip Emissions

Air Pollutant Emissions - Operational Mobile Trips

calendar_year	season_month	sub_area	vehicle_class	fuel	pollutant	countywide emissions (ton/day)	countywide VMT (miles/day)	per mile (lb/mile)	project VMT (miles/day)	lb/day	50%/25%/25% LDA/LDT1/LDT2 mix (lb/day)
2023	Annual	Los Angeles (SC)	LDA	Gas	CO	156.5973261	149418105.6	0.002096095724	3552.4	7.446170451	
2023	Annual	Los Angeles (SC)	LDT1	Gas	CO	30.41935755	17372474.6	0.003502017790	3552.4	12.440568	
2023	Annual	Los Angeles (SC)	LDT2	Gas	CO	73.68598444	52162943.36	0.002825223413	3552.4	10.03632365	9.3
2023	Annual	Los Angeles (SC)	LDA	Gas	NOx	9.640460899	149418105.6	0.000129040063	3552.4	0.458401921	
2023	Annual	Los Angeles (SC)	LDT1	Gas	NOx	2.593693558	17372474.6	0.000298598054	3552.4	1.060739729	
2023	Annual	Los Angeles (SC)	LDT2	Gas	NOx	6.237125835	52162943.36	0.000239140103	3552.4	0.849521303	0.7
2023	Annual	Los Angeles (SC)	LDA	Gas	PM10	7.685584426	149418105.6	0.000102873536	3552.4	0.365447949	
2023	Annual	Los Angeles (SC)	LDT1	Gas	PM10	0.910304937	17372474.6	0.000104798534	3552.4	0.372286313	
2023	Annual	Los Angeles (SC)	LDT2	Gas	PM10	2.690329815	52162943.36	0.000103150997	3552.4	0.366433603	0.4
2023	Annual	Los Angeles (SC)	LDA	Gas	PM2_5	3.213174461	149418105.6	0.000043009171	3552.4	0.152785781	
2023	Annual	Los Angeles (SC)	LDT1	Gas	PM2_5	0.388963573	17372474.6	0.000044779294	3552.4	0.159073964	
2023	Annual	Los Angeles (SC)	LDT2	Gas	PM2_5	1.128396947	52162943.36	0.000043264313	3552.4	0.153692145	0.2
2023	Annual	Los Angeles (SC)	LDA	Gas	ROG	14.5006078	149418105.6	0.000194094387	3552.4	0.6895009	
2023	Annual	Los Angeles (SC)	LDT1	Gas	ROG	3.887070934	17372474.6	0.000447497668	3552.4	1.589690715	
2023	Annual	Los Angeles (SC)	LDT2	Gas	ROG	7.952878012	52162943.36	0.000304924435	3552.4	1.083213562	1.0
2023	Annual	Los Angeles (SC)	LDA	Gas	SOx	0.451676708	149418105.6	0.000006045810	3552.4	0.021477134	
2023	Annual	Los Angeles (SC)	LDT1	Gas	SOx	0.060951779	17372474.6	0.000007017052	3552.4	0.024927376	
2023	Annual	Los Angeles (SC)	LDT2	Gas	SOx	0.194645716	52162943.36	0.000007462988	3552.4	0.026511519	0.0

GHG Emissions - Operational Mobile Trips

calendar_year	season_month	sub_area	vehicle_class	fuel	pollutant	CO2e_annualized [metric tons/year]	VMT/day	MTCO2e/VMT
2023	Annual	Los Angeles (SC)	LDA	Gas	CO2	14368176.48	149418105.6	0.0002635
2023	Annual	Los Angeles (SC)	LDA	Gas	CH4	11292.9005	149418105.6	0.0000002
2023	Annual	Los Angeles (SC)	LDA	Gas	N2O	114634.9931	149418105.6	0.0000021
2023	Annual	Los Angeles (SC)	LDT1	Gas	CO2	1938922.033	17372474.6	0.0003058
2023	Annual	Los Angeles (SC)	LDT1	Gas	CH4	2260.306528	17372474.6	0.0000004
2023	Annual	Los Angeles (SC)	LDT1	Gas	N2O	20547.67258	17372474.6	0.0000032
2023	Annual	Los Angeles (SC)	LDT2	Gas	CO2	6191826.912	52162943.36	0.0003252
2023	Annual	Los Angeles (SC)	LDT2	Gas	CH4	5656.268259	52162943.36	0.0000003
2023	Annual	Los Angeles (SC)	LDT2	Gas	N2O	55084.28618	52162943.36	0.0000029
							50/25/25 Mix	0.0002923 MTCO2e/VMT
								3552.4 Daily VMT
								379.0 Annual MTCO2e
calendar_year		sub_area	vehicle_class	fuel		vmt		
2023		Los Angeles (SC)	LDA	Gas		149418105.6		
2023		Los Angeles (SC)	LDT1	Gas		17372474.6		
2023		Los Angeles (SC)	LDT2	Gas		52162943.36		

Appendix A

Calculation Sheet – Operational Energy Use Emissions

Operational Energy Consumption - GHG Emissions

Provider	Notes	2016 Annual Consumption	Unit	2023 Annual Consumption (post-project)	
DWP	Traction Power, Yard Power, Facility Electricity	12,799,479	kWh	34,706,280	
DWP	Yard Power, Facility Electricity	1,539,200	kWh	4,173,600	
SoCal Gas	Facility Gas	9,780	therms	26,519	
DWP	Water	1,629	HCF	4,417	
DWP	Water	2,648	HCF	7,180	
		104.0	HRV	282.0	
					Δ
	Total Direct Electricity Use (MWhr)	14,338.7	MWh	38,879.9	24,541.2
	Total NG (therms)	9,780.0	therms	26,518.8	16,738.8
	Total Water (HCF)	4,277.0	HCF	11,597.3	7,320.3
	Total Water (Gal)	3,199,196.0	Gal	8,674,743.0	5,475,547.0
<u>Data Source</u>					
CalEEMod	Water Electricity Intensity (MWhr/million gal)	13.02		13.02	
	Total Electricity Use from Water Conveyance (MWhr)	41.7		113.0	71.3
LADWP	CO2 Intensity Factor (lb/MWhr)	1,132.0		1,132.0	
CalEEMod	CH4 Intensity Factor (lb/MWhr)	0.02900		0.02900	
CalEEMod	N2O Intensity Factor (lb/MWhr)	0.00617		0.00617	
CalEEMod	Natural Gas Emission Factor (lb CO2/MMBTU)	117.6		117.6	
CalEEMod	Natural Gas Emission Factor (lb CH4/MMBTU)	0.00225		0.00225	
CalEEMod	Natural Gas Emission Factor (lb N2O/MMBTU)	0.00216		0.00216	
	Convert Therm to MMBTU (1 Therm = 0.1 MMBTU)	0.1		0.1	
	Total Annual Electricity Emissions (MTCO2e/year)	7,378.4		20,006.7	12,628.3
	Total Annual Natural Gas Emissions (MTCO2e/year)	52.5		142.3	89.8
	Total Annual Water-Electricity Emissions (MTCO2e/year)	21.4		58.1	
	Total Annual Energy GHG Emissions (MTCO2e/year)	7,452.3		20,207.1	12,754.8

Appendix B

LACMTA Green Construction Policy



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

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**EXECUTIVE MANAGEMENT AND AUDIT COMMITTEE
CONSTRUCTION COMMITTEE
JULY 21, 2011**

SUBJECT: GREEN CONSTRUCTION POLICY

ACTION: ADOPT GREEN CONSTRUCTION POLICY

RECOMMENDATION

Adopt the Los Angeles County Metropolitan Transportation Authority (LACMTA) Green Construction Policy for implementation on construction projects conducted on LACMTA properties and rights-of-way. Phase the implementation of this policy, through a collaborative process, for implementation by other jurisdictions that receive/program LACMTA funding (in whole or in part) for construction projects.

ISSUE

Expediting the LACMTA's Measure R Initiative through the America Fast Forward Program will reduce overall emissions and get people out of their cars and onto transit sooner. However, the potential to create significant harmful emissions from traffic congestion and those associated with construction activities and existing non-mitigated legacy construction equipment usage remains high. This concern is echoed by the US Environmental Protection Agency (USEPA), the South Coast Air Quality Management District (SCAQMD), and various non-profit environmental organizations in the last few months through comment letters to LACMTA's environmental documents, or in public meetings. Specifically, the USEPA and the SCAQMD have recommended through those forums that the LACMTA either implement best management practices or require the use of cleaner on-road and off-road equipment to mitigate particulate matter (PM) and nitrogen oxide (NO_x) compound emissions.

The development and implementation of a Green Construction Policy was advanced in a motion sponsored by Director Richard Katz and approved by the LACMTA Board of Directors on December 9, 2010. An LACMTA Board approved Green Construction Policy will facilitate agency-wide and uniform implementation of cost-effective solutions to this recognized air quality issue.

DISCUSSION

Staff presented a Draft Green Construction Policy during the March 2011 and June 2011 Executive Management and Audit Committee meetings. Additional guidance was given by our Board of Directors during those meetings to ensure the development of a comprehensive policy, consistent with the intent of Director Katz's December 2010 motion; but more importantly considers issues associated with the implementation of such a policy outside of the LACMTA jurisdiction. Additional considerations would include lessons learned from the policies, guidelines, or framework of other jurisdictions within our region specifically those of the Port of Los Angeles, Port of Long Beach, and Los Angeles World Airports (LAWA).

Over the course of four months, staff had conducted separate meetings with various stakeholders that included non-profit environmental organizations, construction contractors, manufacturers of retrofit equipment; as well as representatives of the South Coast Air Quality Management District, Port of Los Angeles, Port of Long Beach, and Los Angeles World Airports. The meetings were designed not only to develop a more comprehensive LACMTA Green Construction Policy but to gain consensus on language and provisions that should be included in the policy. Additional meetings were conducted in June and July to gain input from Metro's Technical Advisory Committee, Metro Streets and Freeways Sub-Committee, Metro Transit Business Advisory Council, Northern Corridor Cities Meeting, Antelope Valley Air Quality Management District, Los Angeles County Department of Public Works, and Small Business Outreach meeting to discuss the policy. After going through this extensive outreach, the Green Construction Policy included in Attachment A is attached for Board consideration. This policy includes a commitment for the immediate adoption of the policy on construction projects conducted on LACMTA properties and rights-of-way. The policy will be phased, through a collaborative process, for implementation by other jurisdictions that receive/program LACMTA funding (in whole or in part) for construction projects.

Staff's recommendation to adopt this LACMTA Green Construction Policy is in line with the clean construction requirements already existing in New York, Illinois (Cook Co.), and Rhode Island (Providence), among others. Locally, the Port of Los Angeles, Port of Long Beach, and LAWA have already incorporated clean construction requirements into their specifications.

From an informal survey of transit agencies nationwide [through the American Public Transportation Association (APTA)], it appears that only a handful of our peers have considered clean/green construction equipment requirements. There appears to be no transit agency at this time that has adopted such a policy. With the adoption of this policy, we will be the industry leader in the APTA community.

FINANCIAL IMPACT

LAWA and Port of Los Angeles staffs have been implementing clean construction requirements in their construction activities. Specifically to LAWA, they have indicated that the cost to implement these requirements in total, including the labor associated with contractor bid costs, an Independent Third Party Monitor, environmental management contractor staff, plus the cost for retrofitting the off-road construction vehicles with diesel emission control systems, is approximately 0.3% of the overall construction costs on one of their \$150 million projects. In LAWA staff's opinion, the costs to do the same level of effort would conservatively be around 0.5% on a typical construction project.

The Contractor or equipment owner (in cases where construction equipment is leased) is responsible for all costs of purchase, installation, and maintenance of retrofit device or any new construction equipment required by the policy. The Contractor shall also be responsible for any compliance costs to be incurred by any of their subcontractors. Finally, no Contractor shall be given a competitive advantage or disadvantage as a result of the policy. Costs for complying with the policy shall not be considered by LACMTA in evaluating bids.

As indicated in the policy, the LACMTA will provide information to the Contractor and their subcontractors in identifying and applying for grants and loans that are available for the greening of existing construction equipment or purchase of new green construction equipment.

ALTERNATIVES CONSIDERED

Rejection of the recommended Board action is inconsistent with the intent of the Board approved motion to develop this policy. Rejection of the staff recommendation is also inconsistent with the provisions of our Board adopted Environmental Policy that specifically commits to specific actions in mitigating environmental and human health impacts, while maintaining sustainable operations.

NEXT STEPS

After the proposed Green Construction Policy is adopted by the LACMTA Board, staff will incorporate the requirements of this policy in all future procurement contracts. It is not retroactive. Staff will encourage Contractors that work on existing construction projects in LACMTA properties or rights-of-way to implement the provisions of this policy to the greatest extent feasible. Staff will develop a collaborative process to phase the implementation of this policy in other jurisdictions that receive/program LACMTA funding (in whole or in part) for construction projects.

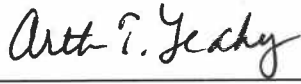
ATTACHMENT

A. LACMTA Green Construction Policy

Prepared by: Cris B. Liban, Environmental Compliance and Services Department
Manager



Krishniah N. Murthy
Executive Director, Project Transit Delivery



Arthur T. Leahy
Chief Executive Officer

LACMTA GREEN CONSTRUCTION POLICY

POLICY STATEMENT

The Los Angeles County Metropolitan Transportation Authority (LACMTA) will only use greener, less polluting construction equipment and vehicles; and implement best practices to meet or exceed air quality emission standards in all construction projects performed on LACMTA properties and rights-of-way. Phase the implementation of this policy, through a collaborative process, for implementation by other jurisdictions that receive/program LACMTA funding (in whole or in part) for construction projects.

PURPOSE

This policy provides requirements for 1) identifying and mitigating air emission impacts on human health, environment, and climate of on-road and off-road construction equipment and generators used in our construction and development activities; 2) implementing appropriate Best Management Practices (BMP) to complement equipment mitigations; and 3) implementing strategies to ensure compliance with this policy.

This policy is effective and enforceable immediately upon adoption for all new construction projects. This policy is not retroactive. However, for all existing construction projects [i.e., where contracts have already been awarded], LACMTA will encourage all Contractors to implement the provisions of this policy to the greatest extent feasible. The intent of this policy is to reduce harmful air emissions (particularly particulate matter and nitrogen oxides) while minimizing any significant impact to cost and schedule in any existing construction project. Nothing in this policy shall require a retrofit that does not meet California OSHA standards.

COMMITMENTS

The LACMTA is an international leader in implementing environmental and sustainability principles in all of its planning, construction, operations, and procurement activities. The LACMTA commits to the following construction equipment requirements, construction BMPs, and implementation strategies for all of its construction projects performed on LACMTA properties or rights-of-way. The implementation of this policy will be phased, through a collaborative process, for implementation in other jurisdictions that receive/program LACMTA funding (in whole or in part) for construction projects.

CONSTRUCTION EQUIPMENT

Through this Green Construction Policy, the LACMTA commits to ensuring that all of the on-road and off-road equipment used in its construction activities are green and less-polluting as follows:

Construction Equipment (excluding On-Road Equipment)

- 1) Construction equipment shall incorporate, where feasible, emissions-reducing technology such as hybrid drives and specific fuel economy standards.
- 2) Idling shall be restricted to a maximum of 5 minutes, except as provided in the exceptions to the applicable CARB regulations regarding idling.
- 3) Equipment Engine Specifications:
 - a. **Prior to December 31, 2011:** All off-road diesel-powered construction equipment greater than 50 horsepower (hp) shall meet Tier-2 off-road emission standards at a minimum. In addition, all construction equipment greater than 50 hp shall be retrofitted with a CARB-verified Level 3 Diesel Emissions Control Device system (DECS).
 - b. **From January 1, 2012, to December 31, 2014:** All off-road diesel-powered construction equipment greater than 50 hp shall meet Tier-3 off-road emission standards at a minimum. In addition, all construction equipment greater than 50 hp shall be retrofitted with a CARB-verified Level 3 DECS. Any emissions control device used by the Contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
 - c. **From January 1, 2015 and onwards:** All off-road diesel-powered construction equipment greater than 50 hp shall meet Tier-4 off-road emission standards at a minimum. In addition, if not already supplied with a factory-equipped diesel particulate filter, all construction equipment shall be outfitted with Best Available Control Technology (BACT) devices certified by CARB. Any emissions control device used by the Contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

On-Road Equipment

- 1) Trucks or equipment hauling material such as debris or any fill material shall be fully covered while operating at, to and from the LACMTA construction project.

- 2) Idling shall be restricted to a maximum of 5 minutes, except as provided in the exceptions to the applicable CARB regulations regarding idling.
- 3) EPA Standards:
 - a) **Prior to December 31, 2013:** All on-road heavy-duty diesel trucks or equipment with a gross vehicle weight rating (GVWR) of 19,500 pounds or greater shall meet or exceed the EPA 2007 on-road emission standards for PM (0.01 g/bhp-hr); or shall be equipped with a CARB verified Level 3 diesel particulate filter.
 - b) **From January 1, 2014 and onwards:** All on-road heavy-duty diesel trucks or equipment with a GVWR of 19,500 pounds or greater shall comply with EPA 2007 on-road emission standards for PM and NO_x (0.01 g/bhp-hr and at least 1.2 g/bhp-hr, respectively).

Generators

Every effort shall be made to utilize grid-based electric power at any construction site, where feasible. Where access to the power grid is not available, on-site generators must:

- 1) Meet a 0.01 gram per brake-horsepower-hour standard for PM, or
- 2) Be equipped with BACT for PM emissions reductions.

Exceptions

These on-road and off-road construction equipment and generator requirements shall apply unless any of the following circumstances exist and the Contractor provides a written finding consistent with project contract requirements that:

- 1) The Contractor intends to meet the requirements of this policy as to a particular vehicle or piece of equipment by leasing or short-term rental, and the Contractor has attempted in good faith and due diligence to lease the vehicle or equipment that would comply with this policy, but that vehicle or equipment is not available for lease or short-term rental within 200 miles of the project site, and the Contractor has submitted documentation to LACMTA showing that the requirements of this Exception provision apply.
- 2) The Contractor has been awarded funding by SCAQMD or another agency that would provide some or all of the cost to retrofit, repower, or purchase a piece of equipment or vehicle, but the funding has not yet been provided due to circumstances beyond the Contractor's control, and the Contractor has attempted in good faith and due diligence to lease or short-term rent the

equipment or vehicle that would comply with this policy, but that equipment or vehicle is not available for lease or short-term rental within 200 miles of the project site, and the Contractor has submitted documentation to LACMTA showing that the requirements of this Exception provision apply.

- 3) Contractor has ordered a piece of equipment or vehicle to be used on the construction project in compliance with this policy at least 60 days before that equipment or vehicle is needed at the project site, but that equipment or vehicle has not yet arrived due to circumstances beyond the Contractor's control, and the Contractor has attempted in good faith and due diligence to lease or short-term rent a piece of equipment or vehicle to meet the requirements of this policy, but that equipment or vehicle is not available for lease or short-term rental within 200 miles of the project, and the Contractor has submitted documentation to LACMTA showing that the requirements of this Exception provision apply.
- 4) Construction-related diesel equipment or vehicle will be used on an LACMTA construction project site for fewer than 10 calendar days per calendar year. The Contractor shall not consecutively use different equipment or vehicles that perform the same or a substantially similar function in an attempt to use this Exception to circumvent the intent of this policy.

In any of the situations described above, the Contractor shall provide the next cleanest piece of equipment or vehicle as provided by the step down schedules in Table A for Off-Road Equipment and Table B for On-Road Equipment.

Table A. Off-Road Compliance Step Down Schedule*

Compliance Alternative	Engine Standard	CARB-verified DECS (VDECS)
1	Tier 4	N/A**
2	Tier 3	Level 3
3	Tier 2	Level 3
4	Tier 1	Level 3
5	Tier 2	Level 2
6	Tier 2	Level 1
7	Tier 2	Uncontrolled
8	Tier 1	Level 2

Equipment less than Tier 1, Level 2 shall not be permitted.

Table B. On-Road Compliance Step Down Schedule*

Compliance Alternative	Engine Model Year	CARB-Verified DECS (VDECS)
1	2010	N/A
2	2007	N/A**
3	2004	Level 3
4	1998	Level 3
5	2004	Uncontrolled
6	1998	Uncontrolled

Equipment with a model year earlier than Model Year 1998 shall not be permitted.

***How to use Table A and Table B:** For example, if Compliance Alternative #3 is required by this policy but a Contractor cannot obtain an off-road vehicle that meets the Tier 2 engine standard that is equipped with a Level 3 DECS (Compliance Alternative #3 in Table A) and meets one of the above exceptions, then the Contractor shall use a vehicle that meets the next compliance alternative (Compliance Alternative #4) which is a Tier 1 engine standard equipped with a Level 3 DECS. Should the Contractor not be able to supply a vehicle with a Tier 1 engine equipped with a Level 3 DECS in accordance with Compliance Alternative #4 and has satisfied the requirements of one of the above exceptions as to the Contractor's ability to obtain a vehicle meeting Compliance Alternative #4, the Contractor shall then supply a vehicle meeting the next compliance alternative (Compliance Alternative #5), and so on. If the Contractor is proposing an exemption for on-road equipment, the step down schedule in Table B should be used. A Contractor must demonstrate that it has satisfied one of the exceptions listed in the selected Compliance Alternative # before it can use a subsequent Compliance Alternative. The goal is to ensure that the Contractor has exercised due diligence in supplying the cleanest fleet available.

****Tier 4 or 2007 Model Year equipment not already supplied with a factory-equipped diesel particulate filter shall be outfitted with Level 3 VDECS.**

BEST MANAGEMENT PRACTICES

In addition to equipment requirements, the Best Management Practices (BMPs) listed below are imposed on all construction projects that performed on LACMTA properties and rights-of-way.

BMPs shall include, at a minimum:

- 1) Use of diesel particulate traps or best available control technology, as feasible;
- 2) Maintain equipment according to manufacturers' specifications;
- 3) Restrict idling of construction equipment and on-road heavy-duty trucks to a maximum of 5 minutes when not in use, except as provided in the exceptions to the applicable CARB regulations regarding idling for off-road and on-road equipment;

- 4) Maintain a buffer zone that is a minimum of 1,000 feet between truck traffic and sensitive receptors, where feasible;
- 5) Where applicable and feasible, work with local jurisdictions to improve traffic flow by signal synchronization;
- 6) If feasible and as allowed by local jurisdictions, configure construction parking to minimize traffic interference;
- 7) Enforce truck parking restrictions, where applicable;
- 8) Prepare haul routes that conform to local requirements to minimize traversing through congested streets or near sensitive receptor areas;
- 9) Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site, as feasible;
- 10) Schedule construction activities that affect traffic flow on the arterial system to off-peak hours to the extent practicable;
- 11) Use electric power in lieu of diesel power where available; and
- 12) Traffic speeds on all unpaved roads to be 15 mph or less.

IMPLEMENTATION

The following shall be incorporated to ensure proper compliance with this policy.

Notification

Contractors of construction activities that are located within 1,000 feet of sensitive receptors shall notify each of these sites in writing at least 30 days before construction activities begin. Notification shall include the name of the project, a description of the location, the acreage of the construction site, the type and quantity of equipment and vehicles that will be operating at or near the site, the start date and reasonably anticipated duration of the construction, and contact information for a LACMTA community liaison who can answer any questions.

Enforcement

Each solicitation by LACMTA for a construction project contract and each contract entered into as a result of such solicitation shall include provisions authorizing enforcement of the requirements of this policy.

Violations of any of the requirements of this policy shall be deemed to be a material breach of the Contractor agreement, and LACMTA shall have available

all remedies including warnings, fines, requirement to remove equipment, institution of special assessments, and termination of contract.

LACMTA shall conduct inspection of construction sites and affected off-road and on-road equipment and generator as well as compliance with air quality rules. These inspections will be conducted as part of existing LACMTA staff functions and without advance notice to the Contractor.

Records

Prior to Notice to Proceed (NTP) to commence construction project and to be verified afterwards consistent with project contract requirements and through enforcement provisions above, the Contractor shall submit to LACMTA the following information for all construction equipment to be used in all construction projects on LACMTA properties or rights-of-way:

- 1) A certified statement that all construction equipment used conform to the requirements specified above;
- 2) A list of all the equipment and vehicles [i.e., for off-road equipment, include the CARB-issued Equipment Identification Number (EIN)] to be used;
- 3) A copy of each Contractor's certified EPA rating and applicable paperwork issued either by CARB, SCAQMD and any other jurisdiction that has oversight over the equipment; and
- 4) The name, business address, e-mail address, and phone number for the individual person responsible for each of the pieces of equipment and vehicles subject to this policy.

If an unanticipated need for the use of equipment or a vehicle arises after construction has commenced or after the Contractor has submitted the information required by the above subsections (1)–(4), the Contractor shall provide such information for the unanticipated equipment or vehicle within 14 days after an identified emergency or when the need arises and prior to the use of the equipment or vehicle.

Quantification and Reporting of Emission Reductions

No later than 18 months after the date the LACMTA Board of Directors adopts this policy, and annually thereafter, LACMTA shall develop a summary report presented to the Board and available on the LACMTA website which shall include:

- 1) A description of the implementation of this policy;
- 2) Quantification of the resulting PM and NO_x emission reductions;
- 3) A list and description of monitoring and enforcement actions;
- 4) A description of other appropriate measures of progress;
- 5) A description of the outreach of this policy in other jurisdictions that receive/program LACMTA funding (in whole or in part) for construction projects;
- 6) A description of implementation problems encountered and opportunities for additional reductions in emissions; and
- 7) Recommendations for any statutory or policy changes.

Implementation and Compliance Costs

The Contractor or equipment or vehicle owner (in cases where the equipment or vehicle is leased) is responsible for all costs of purchase, installation, and maintenance of retrofit devices or any new construction equipment required by this policy. The Contractor shall also be responsible for any compliance costs to be incurred by any of their subcontractors.

The LACMTA will provide information to the Contractor and their subcontractors to aid in the identification of and application for grants and loans that are available for the retrofit or repower of existing construction equipment or purchase of new green construction equipment.

No Contractor shall be given a competitive advantage or disadvantage as a result of this policy. Costs for complying with this policy is a part of the Contractor's bid and will not have any consideration in evaluating bids.

DEFINITIONS

Best Available Control Technology (BACT) is defined as technology, verified by CARB, for an off-road vehicle that achieves reductions in PM emissions at the highest applicable classification level for diesel emission control strategies. A summary of CARB-verified diesel emission control strategies may be found at <http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>. Where this policy requires BACT, this requirement can be satisfied by a factory installed equivalent device, such as a diesel particulate filter.

Classification Levels are defined as levels of diesel emission control retrofit technologies, with Level 3 being the highest classification level, and the only level acceptable for a retrofit under this policy, except as provided for in this policy:

- Level 3 is defined as retrofit technology that reduces diesel PM emissions by 85 percent or greater or reduces engine emissions to less than or equal to 0.01 grams diesel PM per brake horsepower-hour;
- Level 2 is defined as retrofit technology that reduces diesel PM emissions by between 50 and 84 percent;
- Level 1 is defined as retrofit technology that reduces diesel PM emissions by between 25 and 49 percent.

Construction Project is defined as a project that is performed on LACMTA properties or rights-of-way. If the project is performed in collaboration with another agency or agencies or parties, including where the other agency or agencies or parties have the lead responsibility for construction, LACMTA shall discuss with those agencies or parties the incorporation of the provisions of this Green Construction policy into all agreements, including Memoranda of Understanding, between LACMTA and the other agency or agencies or parties. Until such time, provisions of this policy shall only be used as a guideline in performing construction projects that receive/program LACMTA funds in whole or in part.

Sensitive Receptor Site is defined as a site that is within the definition provided in the CARB Air Quality and Land Use Planning Guidelines (2005) (www.arb.ca.gov/ch/landuse.htm) such as schools, daycares, playgrounds, and hospitals.

APPENDIX C.1

Historic Resources Technical Memorandum



MEMORANDUM

TO: Andrina Dominguez, ENV SP
Los Angeles County Metropolitan Transportation Authority

FROM: Margaret Roderick, Daniel Paul, and Richard Starzak
Architectural Historians, ICF

DATE: March 13, 2018

RE: Division 20 Portal Widening/Turnback Facility Project – Historical Resources Technical Memorandum

ICF is pleased to submit this Historical Resources Study for the Division 20 Portal Widening/Turnback Facility Project (Proposed Project). The analysis assesses impacts associated with the Proposed Project. Impact conclusions under the California Environmental Quality Act (CEQA) are shown in **Table 1**.

Table 1. Summary of Impact Statements

Impact Statement	Proposed Project Level of Significance	Applicable Mitigation Measures
CULTURAL RESOURCES		
Would the proposed project cause a substantial adverse change in the significance of a historical resource, as defined in Section 15064.5 of the State CEQA Guidelines?	<ol style="list-style-type: none"> 1) Significant Impact: Lysle Storage Co./Citizens Warehouse (additions to former Pickle Works) 2) Significant Impact: National Ice and Cold Storage Facility 3) Significant Impact: 1st Street Bridge over the Los Angeles River 	<ol style="list-style-type: none"> 1) Reconfigure into a smaller footprint based on Arts District historic significance that meets Metro’s needs for the site and adaptive reuse of remaining portion in a manner consistent with the SOI’s Standards for the Treatment of Historic Properties & archival documentation on the Arts District history of the building. 2) Archival documentation focused on the overall written history of the property rather than current photographs, as little of the complex that pre-dates 1924 remains, and Ice and Cold Storage in Los Angeles 3) Design to minimize harm and alteration in a manner consistent with the SOI’s PQS
Notes: CEQA = California Environmental Quality Act; Metro = Los Angeles County Metropolitan Transportation Authority; PQS = Professional Qualification Standards; SOI = U.S. Secretary of the Interior. Source: ICF 2017.		

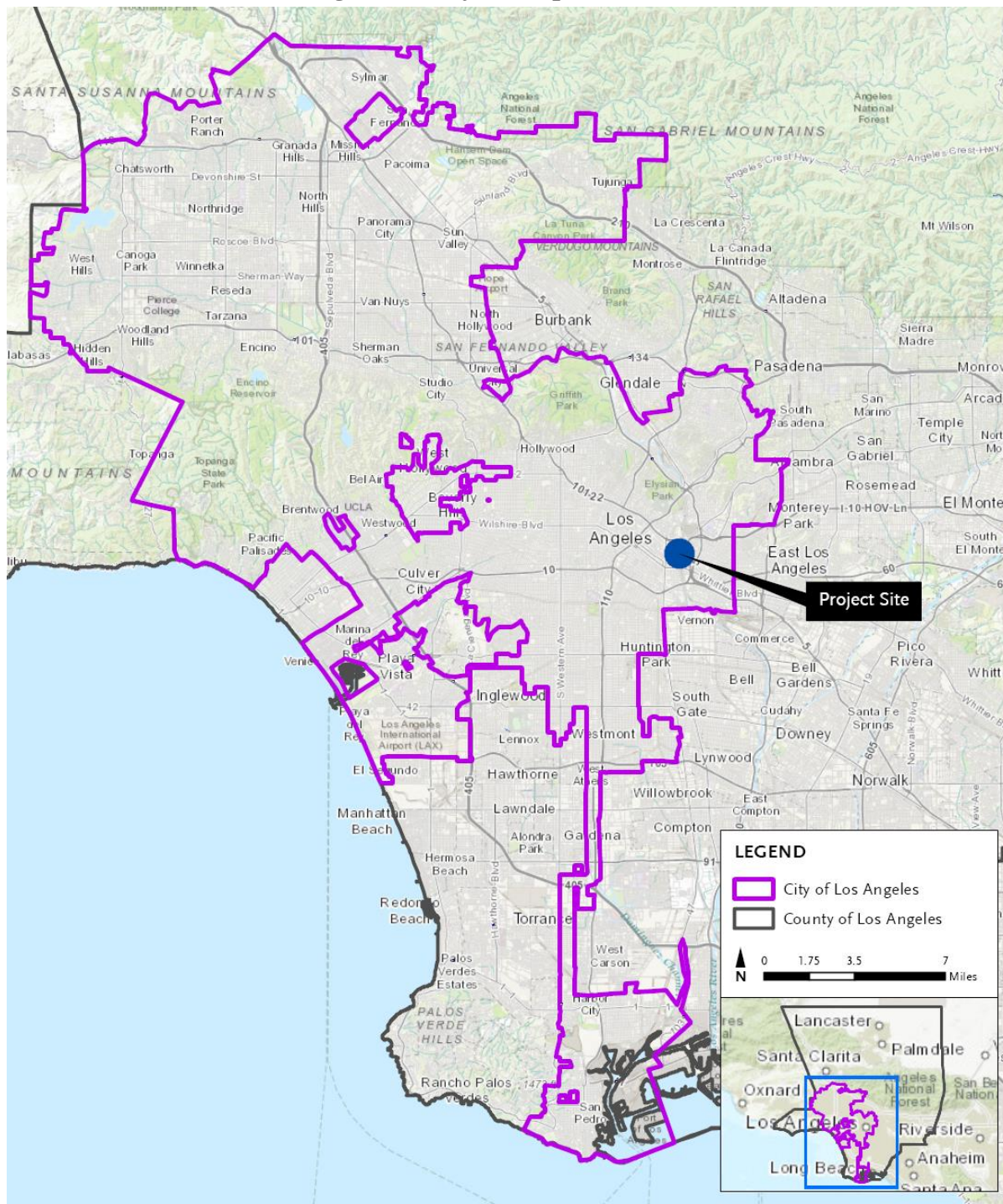
1. PROJECT DESCRIPTION

The Los Angeles County Metropolitan Transportation Authority (Metro) is proposing service improvements for its Red and Purple Lines under the Proposed Project. The Proposed Project aims to address the service and capacity limitations with three core improvements, which include:

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

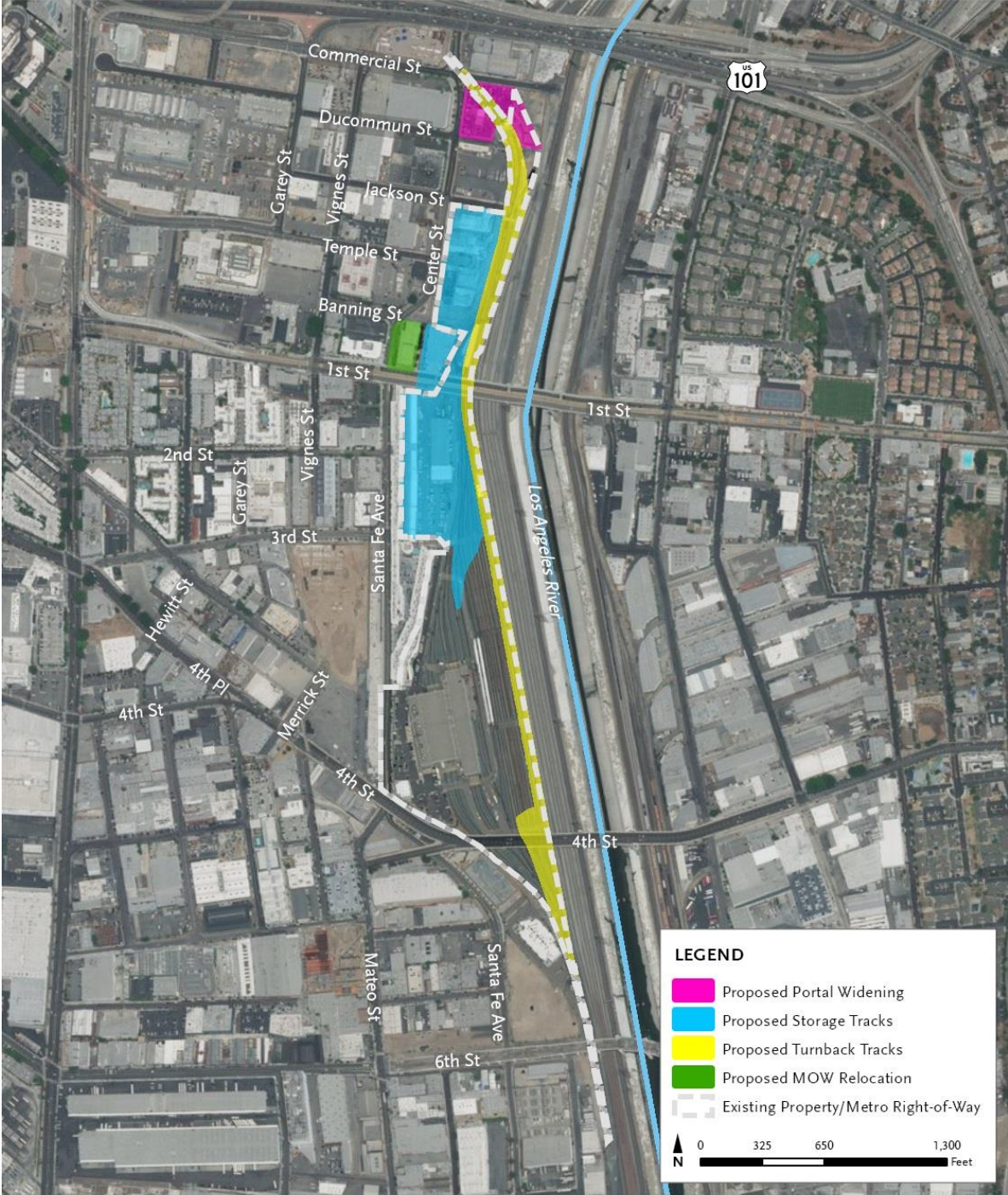
The Project Site is regionally located in the northeast edge of Downtown Los Angeles, in Los Angeles County, as shown in Figure 1. More specifically, it is within an area of Los Angeles known as Central City North. The Division 20 Rail Yard is an approximately 4.5-acre site that supports the Metro Red and Purple Line train storage and maintenance facilities. It is generally bounded by the Los Angeles River to the east, Santa Fe Avenue to the west, Ducommun Street to the north, and 6th Street Bridge to the south. The footprint of the Proposed Project, including expansion of the existing boundaries west toward Santa Fe Avenue and north toward Commercial Street, is shown in Figure 2. The western boundary of the Project Site includes commercial/industrial properties along Santa Fe Avenue, as well as the One Santa Fe (OSF) mixed-use complex immediately south of the 1st Street Bridge. Immediately to the south and southwest of the Project Site is the Arts District, which comprises residential, industrial, and commercial uses; art galleries; and exhibition warehouse spaces. Land uses to the north include commercial/industrial buildings, and the Los Angeles River is located to the east beyond freight rail tracks.

Figure 1. Project Map—Overview



Source: Terry A. Hayes Associates Inc., 2017.

Figure 2. Conceptual Site Plan



NOTE: Exact location of storage tracks and turnback tracks to be determined.
Source: Terry A. Hayes Associates Inc., 2018.

2. METHODOLOGY AND SIGNIFICANCE THRESHOLDS

2.1 Records Search

As part of this study, ICF reviewed the results of the records search completed at the South Central California Information Center (SCCIC) in 2016 by AECOM. The SCCIC data were reviewed to identify known historical resources located within or near the Proposed Project. In addition, ICF examined national, state, and local inventories of historical resources to identify significant local historical events and personages, development patterns, and unique interpretations of architectural styles. The following inventories and sources were consulted:

- National Register of Historic Places (National Register).
- California Register of Historical Resources (California Register).
- California Historical Resources Information System.
- California Historical Landmarks.
- California Points of Historical Interest.
- California Department of Transportation (Caltrans) Historic Bridge Inventory.
- City of Los Angeles Historic-Cultural Monuments (HCM).
- City of Los Angeles Historic Resource Survey (SurveyLA).

2.2 Field Survey

Field surveys of all properties within the study area were undertaken according to the State CEQA Guidelines and related procedures on September 27, 2017, by ICF architectural historians Daniel Paul and Margaret Roderick. For a map of all properties within the study area, please refer to Appendix A. To be qualified under the Secretary of the Interior's (SOI) Professional Qualifications Standards (PQS) (36 Code of Federal Regulations Part 61), each surveyor must have a bachelor's or master's degree in architectural history or history and at least 2 years of experience in the appropriate discipline. Mr. Paul exceeds the SOI's PQS, while Ms. Roderick is still working toward the requisite 2 years of experience.

The field survey of historical resources included the following steps:

- Visual examination of every parcel within the study area from the public right-of-way, including an assessment of integrity.
- Identification of the age of all major buildings, structures, objects, and potentially coherent districts within the study area.
- Photography of each potential district feature, major structure, building, or object within the study area.
- Review of previous survey data gathered during the records search.

Following the field survey, site-specific research was conducted using the following sources:

- Building permits issued by the City of Los Angeles Department of Building and Safety.
- City directories for Los Angeles County, California.

- Records of significant historic and architectural resources identified.
- Newspapers.com and ProQuest historic newspaper databases.
- Los Angeles Public Library Sanborn Fire Insurance Company Map database.
- Los Angeles Public Library Photo Collection database.
- Calisphere historic database.

The results of the records search, background research, and field survey by qualified architectural historians were recorded on California Historic Resources Inventory forms (Department of Parks and Recreation [DPR] 523) found in Appendix B.

2.3 Historical Resource Significance Thresholds

Under Section 21084 of CEQA, a “project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.” For the purposes of CEQA compliance, Sections 15064.5(a)(1) to (4) provide the term "historical resources" to include the following:¹

- 1) A resource listed in, or determined to be eligible by the State Historical Resources Commission for listing in, the California Register.
- 2) A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in a historical resource survey meeting the requirements in Section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- 3) Any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register.
- 4) The fact that a resource is not listed in, or determined to be eligible for listing in, the California Register, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code), or identified in a historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be a historical resource, as defined in Public Resources Code Sections 5020.1(j) or 5024.1.

2.4 Results of the Historical Resources Identification Effort

The records search, background research, field surveys, and subsequent research identified the following historical resources within the CEQA study.

1. State CEQA Guidelines, 14 California Code of Regulations Section 15064.5(a).

2.4.1 1st Street Bridge over the Los Angeles River

The 1st Street Bridge over the Los Angeles River, built in 1927–1928, bridge #53C-1166, is a historical resource under Section 15064.5(a)(2) of the CEQA Guidelines because it was declared City of Los Angeles HCM #909. In addition, in 1982, it was determined eligible for inclusion in the National Register under Criterion C by the U.S. Department of Transportation, and it is included in the Historic American Engineering Record, CA-175. Properties formally determined eligible for the National Register are automatically included in the California Register; therefore, the 1st Street Bridge is also a historical resource under Section 15064.5(a)(1) of the CEQA Guidelines.

2.4.2 4th Street Bridge over the Los Angeles River

The 4th Street Bridge over the Los Angeles River, built in 1930–1931, bridge #53C-0044, is a historical resource under Section 15064.5(a)(2) of the CEQA Guidelines because it was declared City of Los Angeles HCM #906. In addition, in 1982, it was determined eligible for inclusion in the National Register under Criterion C by the U.S. Department of Transportation, and it is included in the Historic American Engineering Record, CA-271. Properties formally determined eligible for the National Register are automatically included in the California Register; therefore, the 4th Street Bridge is also a historical resource under Section 15064.5(a)(1) of the CEQA Guidelines.

2.4.3 Citizens Warehouse/Lysle Storage Company (Site of former Pickle Works)

The Citizens Warehouse/Lysle Storage Company, located at 110–122 Center Street, was built as a pair of additions in 1905 and ca. 1909 on the north side of a building that is no longer extant, commonly known as the Pickle Works. Before the Pickle Works portion of the resource was demolished, it was determined eligible for the National Register under Criteria A and C through a consensus determination by the Federal Transit Administration (FTA) and California State Historic Preservation Officer (SHPO) in 2001. The property is therefore automatically included in the California Register and continues to be a historical resource under Section 15064.5(a)(1) of the CEQA Guidelines.

Despite the demolition of the Pickle Works portion of the resource, research indicates the extant portion of the resource is one of the first industrial buildings occupied by artists starting in the late 1970s in what has now become the Arts District neighborhood of Los Angeles. Resettlement of this industrial-use neighborhood by artists and subsequent development that comprises the Arts District is a historically significant event qualifying the still extant Citizens Warehouse/Lysle Storage Company portion of the property as a historical resource under Section 15064.5(a)(3) of the CEQA Guidelines.

2.4.4 Khan-Beck Company/Friedman Bag Company

The Khan-Beck Company/Friedman Bag Company complex at 801 Commercial Street was previously surveyed in 2002 for the Los Angeles Union Station Run-Through Tracts Project on behalf of the Federal Railroad Administration (FRA) and Caltrans and was assigned a California Historic Resource status code of 6Y2 (now 6Y, “determined ineligible for National Register by consensus through Section 106 process—not evaluated for California Register or local listing”). The SHPO concurred with FRA’s determination that it is not eligible for the National Register on January 15, 2014. This determination was also concurred with by the Federal Communications Commission as part of two cellular tower projects, first in 2005, then again in 2011.

However, the northwest portion of the complex, built in 1906, was identified as significant on November 1, 2017, by the City of Los Angeles Office of Historic Resources (OHR) SurveyLA citywide historical resources survey project for associations with early industrial development in Los Angeles between 1880 and 1945. The northwest portion of the building is noted by SurveyLA as an “excellent and rare example of a 1906 industrial building in Los Angeles’ primary industrial district,” adding that it “retains sufficient integrity to convey significance.” Therefore, although the Khan-Beck Company/Friedman Bag Company complex at 801 Commercial Street was determined not eligible for the National Register, the northwest portion is considered a historical resource for the purposes of CEQA, under Section 15064.1(a)(2) of the State CEQA Guidelines, as a result of the SurveyLA findings.

2.4.5 National Ice and Cold Storage Facility

In survey results unpublished as of November 8, 2017, the National Ice and Cold Storage Facility at 210 Center Street/118 Jackson Street was identified as potentially eligible for the National Register, California Register, or Local designation as a district by the City of Los Angeles OHR SurveyLA citywide historical resources survey project, with a period of significance of 1909. However, research indicates only two small, heavily altered components of the complex pre-dating 1924 are still extant—the engine room and condenser—and the district no longer retains integrity from the period of significance.

Because of the SurveyLA findings, National Ice and Cold Storage Facility is considered a historical resource for the purposes of CEQA, under Section 15064.1(a)(2) of the CEQA Guidelines.

More detailed information about these historical resources and other properties is provided in Appendix B on the sets of forms used in the State of California to record and evaluate historical resources.

2.5 Non-Historical Resources

The properties listed in Table 2 do not meet any of the historical resources definitions in Section 15064.5 (a) of the State CEQA Guidelines.

Table 2. Non-Historical Resources

Name	Address/Location	Year Built	Previous OHP Status Code
New York Junk Company	825 E. Commercial Street	1946; 1940s	6Y
Maier Brewery Warehouse; Amay’s Bakery and Noodle Company	837 E. Commercial Street	1939	6Y
Metro Center/Jackson Bus Terminal; Southern California Gas Ducommun Street Plant	410 Center Street	1957	6Z
E.H. Stevenson Warehouse & Office	100–120 Santa Fe Avenue	1937	None
Los Angeles Engine Works	749 E. Temple Street	1929	None
Cleinman and Nesnick Storage	750 E. Jackson Street	1949	None
Notes: OHP = California Office of Historic Preservation			

Ms. Andrina Dominguez

March 13, 2018

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More detailed information about these historical resources and other non-historical resources is provided in Appendix B on the sets of forms used in the State of California to record and evaluate historical resources.

3. IMPACT ANALYSIS

Would the Proposed Project cause a substantial adverse change in the significance of a historical resource, as defined in Section 15064.5 of the State CEQA Guidelines?

3.1 Impact Thresholds

The impact thresholds necessary to answer this question are set forth in Section 15064.5 of the State CEQA Guidelines, as follows:

- (b) A project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.
 - (1) Substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.
 - (2) The significance of a historical resource is materially impaired when a project:
 - (A) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and justify its inclusion in, or eligibility for inclusion in, the California Register; or
 - (B) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code or its identification in a historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
 - (C) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and justify its eligibility for inclusion in the California Register, as determined by a lead agency for purposes of CEQA.

3.2 Impacts on Historical Resources

This section provides information on each identified historical resource, including a description of the physical characteristics that convey its historical significance, photograph, significance statement, and whether its significance would be materially impaired by the Proposed Project.

3.2.1. Properties Listed in the California Register and Included in a Local Register of Historical Resources

The 1st Street Bridge and the 4th Street Bridge are historical resources under two definitions under Section 15064.5(a) of the CEQA Guidelines. Both bridges are included in the California Register and are on a local register of historical resources.

3.2.1.1 1st Street Bridge over the Los Angeles River

Physical Characteristics That Convey Historical Significance. The 1st Street Bridge (Figure 3) spans 1,300 feet over the Los Angeles River and the Santa Fe Railroad from approximately Mission Road to the east to Vignes Street to the west. The bridge, constructed of reinforced concrete in 1929, is Neo-Classical in style, with triumphal arches with recessed balconies above the river piers. The main open spandrel is 125 feet wide.

In 2011, the 1st Street Bridge's span was widened 26.3 feet along its north elevation and the railings strengthened by the City of Los Angeles Bureau of Engineering to accommodate the Eastside Light-Rail Extension of the Metro Gold Line, in cooperation with the Federal Highway Administration, Caltrans, and Metro.

The boundaries of a historic bridge typically encompass the entirety of the super- and substructure—including approach ramps and supporting embankments/abutments and wingwalls—and extend on either side of the bridge to include piers, cantilevered sidewalks, pylons, and underwater footings. Contributing elements include the reinforced-concrete, open-spandrel viaduct and the arch ribs and struts, the spandrel beams and columns, piers, abutments, and wingwalls. In addition, the character-defining features of this Neo-Classical bridge include the 10 monumental arched porticos at the east/west girder abutments; the east/west arch abutments; the intermediate pylon abutment with projecting balconies; the cantilevered sidewalk, which is supported by heavy brackets; and the arched railing and lighting standards, which consist of a base, pole, and double-acorn luminaire. Noncontributing elements include the additional 26.3 feet of structure along the north to widen the bridge, the current blacktop deck material, and a concrete center median that was added for the Metro Gold Line light rail system, along with its elevated electrical cable infrastructure.

Site visits were conducted on September 27, 2017, to verify existing conditions at the resource on 1st Street between Mission Road and Vignes Street and on February 2, 2018, for a detailed inspection of the area where the Proposed Project would be located. Several alterations evidence the bridge's 26.3-foot northern expansion (e.g., the substructure below the bridge, the addition of a narrow-gauge rail transit line running down the middle, the inclusion of plastic light fixtures atop the bridge). Open interior arches located under the deck directly below the light rail transit alignment have been filled in with concrete for additional strength, but are slightly incised to recall the arched openings. The substructure that supports the 26.3-foot widening appears to include materials and methods of construction similar to those used for the original 1929 bridge, in keeping with the SOI's Standards for the Treatment of Historic Properties. The new piers along the north elevation, where the widening took place, mirror the original piers along the south elevation of the bridge. All light fixtures along the bridge have been replaced with plastic replicas, which are likely to correspond to the 2011 bridge widening. The 1st Street Bridge retains sufficient integrity to convey its significance.

Figure 3. 1st Street Bridge, Detail of North Elevation, Facing East



Photo: ICF, September 2017.

Significance. As stated earlier, the 1st Street Bridge over the Los Angeles River is a historical resource under two definitions set forth in Section 15064.5(a) of the CEQA Guidelines:

- 1) In 1982, the 1st Street Bridge was determined eligible for inclusion in the National Register by the U.S. Department of Transportation under Criterion C for the quality of its architecture; therefore, it is automatically included in the California Register.
- 2) In 2008, the 1st Street Bridge was declared City of Los Angeles HCM #909; therefore, it is included in a local register of historical resources.

Impact. During construction, the 1st Street Bridge would be altered by removal of two bents (numbers 16 and 13), widening of one pylon (number 17), and widening of two bents (numbers 14 and 15). The arches in the remaining bents would not be removed, but they would look recessed on one side because the bents would be widened on the other side. Pre-cast concrete beams would be slipped in to minimize further harm to the bridge and to support the load above the two bents to be removed. As part of the Proposed Project, a seismic retrofit evaluation is required and additional interior arch bays will need to be in-filled for certain bents following the same procedure used during the 1990s retrofit. The intent is to not in-fill the bays closest to the outside of the bridge such as to minimize any visual impact but rather to in-fill those that are located deep within the center of the bent. Despite the fact that the bridge was previously widened, removal of historic materials that are character-defining features is not consistent with the SOI's Standards for the Treatment of Historic Properties. It would be a substantial adverse change in its significance for inclusion in the California Register and as an HCM and would be a significant impact under CEQA.

3.2.1.2 4th Street Bridge over the Los Angeles River

Physical Characteristics That Convey Historical Significance. The 4th Street Bridge (Figure 4) spans 2,730 feet over the Los Angeles River and Santa Fe Railroad from approximately Mission Road to the east to Santa Fe Avenue to the west. The bridge, constructed of reinforced concrete in 1931, features Gothic Revival influences, with arched pylons extending to 40 feet above the bridge. The bridge has an unusual construction method, with a fixed-hinge design for the river spans in which the hinges are fixed after dead-load sediment. At the time of construction, the bridge had the longest reinforced concrete arch span in Southern California, at 254 feet.

The boundaries of the historic bridge typically encompass the entirety of the super- and substructure—including approach ramps and supporting embankments/abutments and wingwalls—and extend on either side of the bridge to include piers, cantilevered sidewalks, pylons, and underwater footings. The 4th Street Bridge is of the Gothic Revival design, and contributing, character-defining features include ornamental pylons with lancet arched openings, decorative bronze lanterns, pointed arched pilasters, and pointed capping; trefoil railing detail; tapered concrete light poles with finials and paired decorative bronze lanterns; and closed spandrel barrel arches. The current blacktop deck material is a non-contributing design element. The 4th Street Bridge has not been widened and largely retains its 1931 appearance and Gothic Revival design elements.

Figure 4. 4th Street Bridge, Facing Northeast

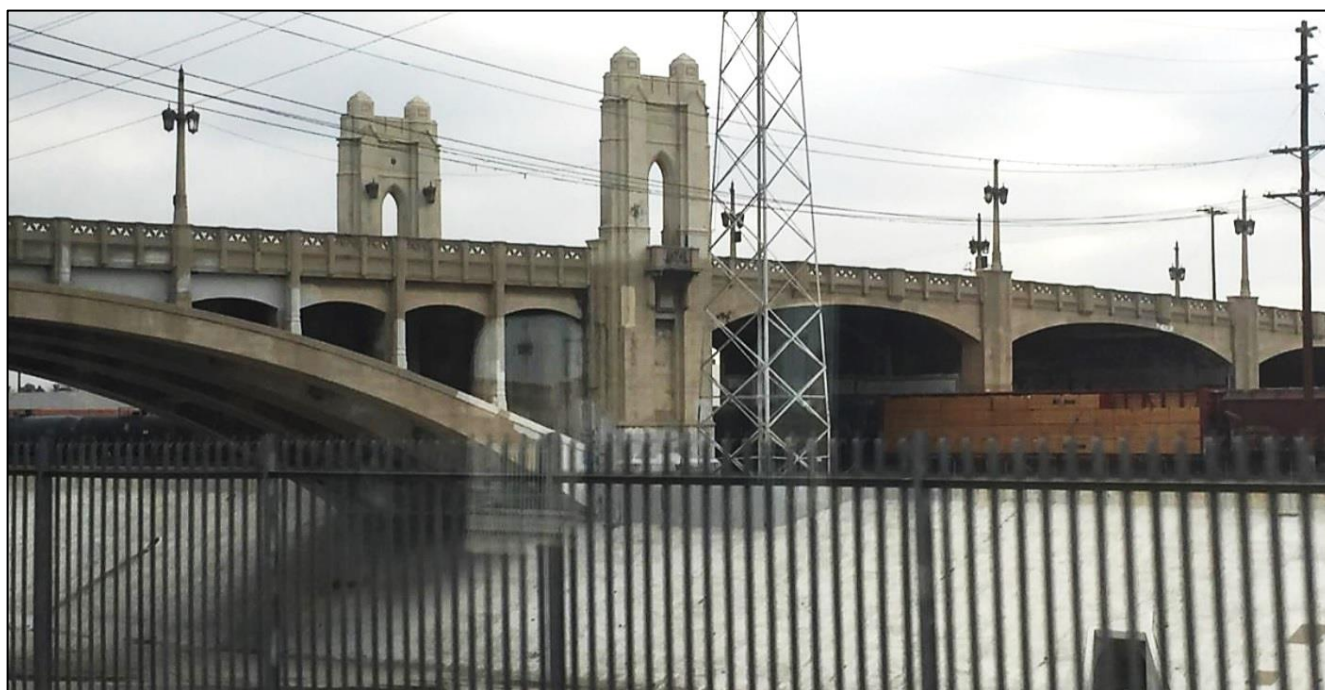


Photo: ICF, August 2016.

Significance. As stated earlier, the 4th Street Bridge over the Los Angeles River is a historical resource under two definitions set forth in Section 15064.5(a) of the CEQA Guidelines:

- 3) In 1982, the 4th Street Bridge was determined eligible for inclusion in the National Register by the U.S. Department of Transportation under Criterion C for the quality of its architecture; therefore, it is automatically included in the California Register.
- 4) In 2008, the 4th Street Bridge was declared City of Los Angeles HCM #906; therefore, it is included in a local register of historical resources.

Impact. The Proposed Project would not demolish or alter the 4th Street Bridge, which spans the Los Angeles River and adjacent railroad tracks from approximately Mission Road to the east to Santa Fe Avenue to the west. Therefore, its status as included in the California Register and as HCM #906 would not be materially impaired by the Proposed Project.

3.2.2. Properties Listed in the California Register

The Citizens Warehouse/Lysle Storage Company technically continues to be included in the California Register, although the basis for that inclusion no longer exists as it was related to the now-demolished Pickle Works buildings that were on the same property.

However, research indicates the extant additions to the resource comprise one of the first industrial buildings occupied by artists starting in the late 1970s in what has now become the Arts District neighborhood of Los Angeles. This resettlement is a historically significant event qualifying the extant portion of the property as a historical resource under Section 15064.5(a)(3) of the CEQA Guidelines.

3.2.2.1 Citizens Warehouse/Lysle Company Warehouse (additions to the Pickle Works)

Physical Characteristics That Convey Historical Significance. The oldest and original portion of this property was demolished when the southernmost 75 feet of the building was removed to accommodate the widening of the 1st Street Bridge. The tenants of the now demolished portion were California Vinegar and Pickle Works (1888) and James K. Hill Pickle Works (1894).

What remains of the subject property in 2018 (Figure 5) are additions to the now-demolished Pickle Works, completed by the Lysle Storage Company in 1905 and c. 1909. The south elevation is now a flat stucco wall, with a flat stucco band running between its first and second levels. It presently features *trompe-l'oeil* prints of simulated window openings. The roof above it is underscored with wood rafter tails. The two additions that make up the building were designed in a manner consistent with the original 1888 portion.

From 1981 to 1986, a middle loading dock at the west elevation served as Art Dock, a drive-by art gallery that was overseen by local artist Carlton "Carl" Davis. Located at the 112 Center Street bay, it hosted 35 exhibits of local artists. Though Art Dock in and of itself does not appear to be historically significant in a manner that would warrant the bay's individual eligibility at any level, the fact that the dock remains renders it a character-defining feature, expressive of the property's early association with the Los Angeles Arts District.

Physical characteristics that convey significance include:

- Common-bond brick work.
- Patterned but irregular spacing of fenestration and openings.

- Segmentally arched windows of variegated dimensions.
- Four-part corbelling at west and north elevation rooflines.
- Ceramic insulators affixed to west elevation.
- Sawtooth element at roof.
- Recessed wood-frame multi-light windows.
- Faux shutters and planters.
- The Art Dock bay, located at 112 Center Street (west elevation, second dock from north).
- Elevated single-bay loading docks.
- Basement windows.
- Stucco-capped stepped parapets at the roofline.
- Continuous raised parapet at east elevation.
- Ghost signage at east elevation.
- Dedicated rail spur at east elevation.
- Banked east elevation, correspondent to spur line.

A site visit of the interior was conducted on December 6, 2017, and observations by architectural historians determined that no murals or other artwork remains on the inside of the building that would convey the resettlement of this building by the artists who were tenants.

Significance. The Citizens Warehouse/Lysle Storage Co. is one of the first of a non-contiguous grouping of industrial buildings occupied by artists that nearly 40 years later has now lent the Arts District neighborhood both its character and its name. Despite the loss of the property's southerly 75 feet, as an individual property and a contributor to a non-contiguous local district, the property continues to be considered a historical resource for CEQA purposes as per Section 15064.5(a)(4) of the CEQA Guidelines, in part for its historic associations to the Arts District unaddressed by previous analysis. The basis for significance now is changed to reflect the later occupancy by artists, the period of significance is now updated to 1905–c. 1909; c. 1978–1986. The name of the resource has also been updated to reflect the history of the additions.

However, the basis for the National Register eligibility determination of the property is no longer extant. The loss of the southernmost 75 feet of the building, once occupied by California Vinegar and Pickle Works and James K. Hill and Sons Pickle Works, calls into question whether the property is still eligible for the National Register as determined through consensus determination by Federal Transit Administration/SHPO in 2001. The National Register eligibility determination should be reconsidered the next time Section 106 of the National Historic Preservation Act applies to the subject property.

Figure 5. Citizens Warehouse/Lysle Storage Co., Facing Northeast



Photo: ICF, September 2017.

Impact. During construction, the eastern portion of the remaining buildings along the railroad tracks and the Los Angeles River would be demolished and then stabilized by a temporary, two-story wall. The westernmost 20,000 square feet along Center Street (10,000 square feet per story) would be stabilized and preserved in place. The Center Street façade best represents the Arts District significance because it was most visible from the public right-of-way and features the former location of the Art Dock exhibit. Although the building's original 1888 Pickle Works portion along the southern end of the complex was previously demolished, the demolition of most of what is still extant would be a substantial adverse change in its significance as a California Register-listed resource and a significant impact.

The impacts would occur during construction, but the removal of eastern portion of the buildings would continue to be viewed as a substantial alteration during the operational period.

3.2.3. Properties Identified as Significant in a Historical Resources Survey

The City of Los Angeles Office of Historic Resources is conducting a historical resource survey known as SurveyLA. Based on results published on November 1, 2017, SurveyLA has identified the following two properties that may be considered historical resources under Section 15064.5(a)(2) of the CEQA Guidelines:

- National Ice and Cold Storage complex.
- Khan-Beck Company/Friedman Bag Company.

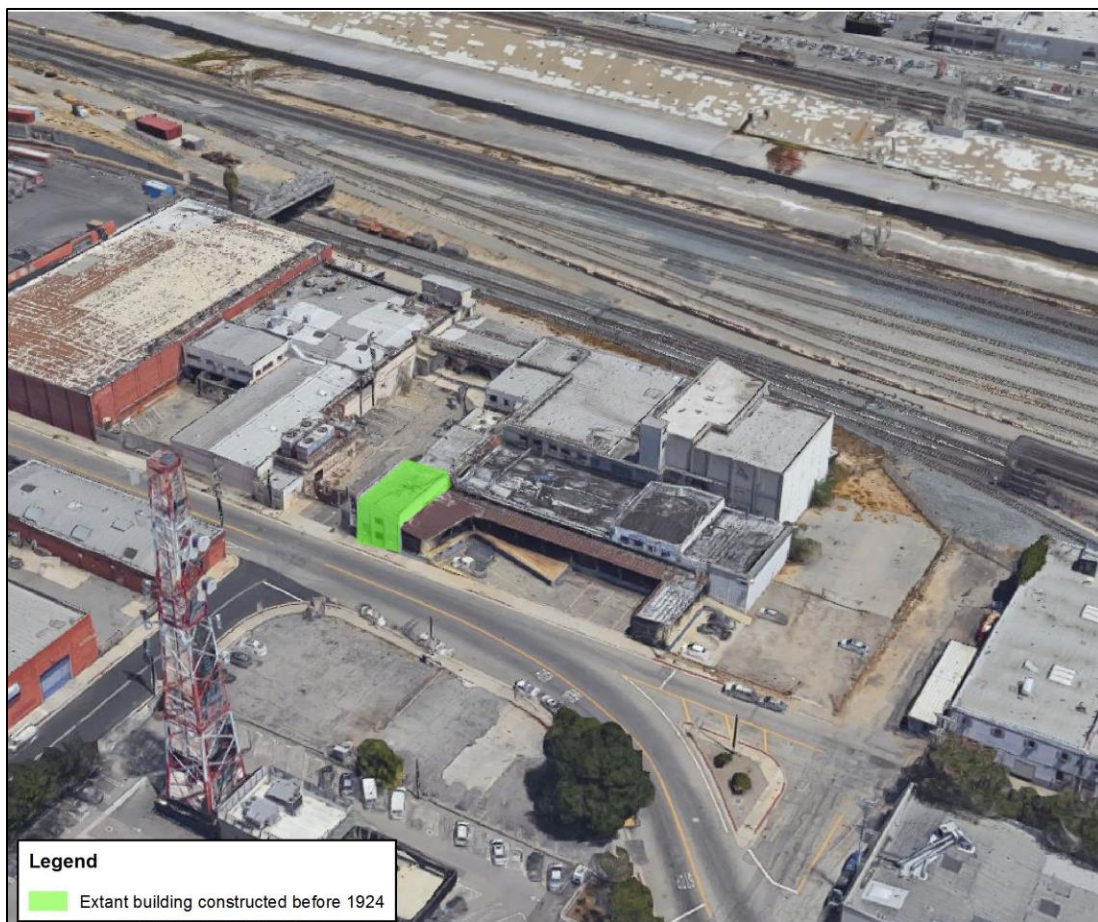
3.2.3.1. National Ice and Cold Storage Facility

Physical Characteristics That Convey Historical Significance. National Ice and Cold Storage is a variegated two-block complex bounded by Banning Street to the south, Center Street to the west, Jackson Street to the north, and railroad sidings to the east. The property, developed over the duration of the National Ice and Cold Storage Company's approximately century-long use of the property from 1892 to at least the

early 1980s, features a concrete loading dock along Center Street, with a two-story brick building behind; a three-story concrete building with a full-height elevator shaft at the rear of the property, alongside the railroad tracks; a metal-sided and windowless component adjacent to surface parking at the corner of Center and Banning Streets; a modest two-story stucco-clad building; a small building with Streamline Moderne influence; a front-gabled concrete and metal warehouse; and a large brick warehouse at the corner of Center and Jackson Streets.

Based on a field visit and research completed in November 2017, and an interior site inspection by architectural historians on February 26, 2018, very little of the early development of the complex remains to convey the historic significance. Research indicates only two small, heavily altered buildings that pre-date 1924 still remain: the engine room and the condenser (Figure 6 and Figure 7). The vast majority of the complex has been demolished and replaced over time with later-era buildings. The attached DPR 523 form for this complex in Appendix B provides more detail on the extent of demolition of the property.

Figure 6. National Ice and Cold Storage in 2017



Source: Google Maps with ICF overlay.

Figure 7. National Ice and Cold Storage in 1924



Source: Los Angeles Public Library Photo Archive.

Significance. In survey results published on November 1, 2017, National Ice and Cold Storage Facility was identified as potentially eligible for the National Register, California Register, or Local designation as a district by the City of Los Angeles OHR SurveyLA citywide historical resources survey project, with a period of significance of 1909. However, research indicates only two small, heavily altered components of the complex pre-dating 1924 are still extant, the engine room and the condenser, and the district no longer retains integrity from the period of significance.

Because of the SurveyLA findings, National Ice and Cold Storage Facility is being considered a historical resource for the purposes of CEQA, under Section 15064.1(a)(2) of the CEQA Guidelines.

Impact. SurveyLA recorded National Ice and Cold Storage as having a period of significance of 1909. However, research indicates only two small, heavily altered components of the complex pre-dating 1924 are still extant, the engine room and condenser. As a result, the district no longer retains integrity from the period of significance. Despite the fact that only these two small components remain, demolition of the entire complex

would be a substantial adverse change in its significance, as described in SurveyLA, and a significant impact under CEQA. Demolition cannot be mitigated to less than significant by archival documentation.

A reasonable argument may be made that avoiding demolition of the only two components of the complex that predate 1924, the engine room and condenser, might reduce the level of impact, but probably not to a less-than-significant level.

3.2.3.2. Khan-Beck Company/Friedman Bag Company

Physical Characteristics That Convey Historical Significance. The Khan-Beck Company/Friedman Bag Company complex (Figure 8) at 801 Commercial Street is composed of several buildings that, together, form a rectangular footprint. The significance of the property is conveyed by only the building located at the northwest corner of the property. The three-story northwest corner of the property is four bays wide and constructed of board-formed concrete in the northern bay and brick in the remaining three bays to the south. The first floor includes two infilled loading doors surrounded by a series of windows. Windows in the northernmost bay are multi-light single-hung windows, while windows in the upper two stories of the remaining bays are one-over-one double-hung windows with arched head casings and lintels. The building is adorned with brick course work and a cornice.

Figure 8. North Elevation of Khan-Beck Company/Friedman Bag Company, Depicting Portion Identified in SurveyLA to the Left, Facing Northeast



Photo: The northwest corner of the building is to the left of frame.
ICF, September 2017.

Significance: The Khan-Beck Company/Friedman Bag Company complex at 801 Commercial Street was previously surveyed in 2002 for the Los Angeles Union Station Run-Through Tracts Project on behalf of FRA

Ms. Andrina Dominguez
March 13, 2018
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and Caltrans and was assigned a California Historic Resource status code of 6Y2 (now 6Y, “determined ineligible for National Register by consensus through Section 106 process—not evaluated for California Register or local listing”). The SHPO concurred with FRA’s determination that it is not eligible for the National Register on January 15, 2014. This determination was also concurred with as part of two cellular tower projects, first in 2005, then again in 2011.

However, the northwest portion of the building, built in 1906, was identified as significant on November 1, 2017, by the OHR SurveyLA citywide historical resources survey project for associations with early industrial development in Los Angeles between 1880 and 1945. The northwest portion of the building is noted as an “excellent and rare example of a 1906 industrial building in Los Angeles’ primary industrial district,” adding that it “retains sufficient integrity to convey significance.”

Therefore, although the Khan-Beck Company/Friedman Bag Company complex at 801 Commercial Street is presumed not to be eligible for the National Register, the northwest portion is considered a historical resource for the purposes of CEQA, using the criteria outlined in Section 15064.1(a)(2) of the State CEQA Guidelines, because of the SurveyLA findings.

Impact: The Proposed Project would not result in demolition of or alterations to the Khan-Beck Company/Friedman Bag Company at 801 E. Commercial Street. Therefore, the northwest portion of building’s presumed inclusion in SurveyLA would not be affected by the Proposed Project, and the materials that convey the building’s significance as identified in a survey of historical resources would not be impaired.

4. MITIGATION MEASURES

The mitigation measures for historical resources with impacts resulting from the Proposed Project are provided below.

4.1 1st Street Bridge

CR-1 Design measures shall be developed by the Project Architect and Engineer and implemented by the Project Contractor to minimize harm due to alterations to the 1st Street Bridge. Design measures shall include surface treatment of new concrete to reflect but be distinguishable from the original board-form appearance, retention of the decorative brackets, and an infill treatment of the incising arches in a manner similar to the treatment used when the bridge was first widened to accommodate the Eastside Light-Rail Extension of the Metro Gold Line Project.

4.1.3 *Significance after Mitigation*

The impact on 1st Street Bridge would remain significant after Mitigation Measure CR-1.

4.2 Citizens Warehouse/Lysle Storage Company Warehouse

Although demolition cannot typically be mitigated to less than significant, the following mitigation measures are proposed to reduce the Proposed Project's impacts.

CR-2 Metro shall conduct further historical research and analysis to document, in an exhibit, report, or website, the historic association and significance of the Citizens Warehouse/Lysle Storage Co. building. The documentation shall include a discussion of who lived and worked in the building and its role in the early settlement history of the Arts District. A description of the construction history of the complex from 1888 until the present time shall also be included in the documentation. Copies of the report or exhibit shall be provided to the City of Los Angeles Public Library for public education purposes. The documentation shall be completed prior to commencement of any Project construction activities that could adversely affect the Citizens Warehouse/Lysle Storage Co building.

CR-3 Metro shall prepare and implement a plan to retain and stabilize approximately 20,000 square feet of the extant portion of the Citizens Warehouse/Lysle Storage Co building along Center Street (10,000 sf per story), including the former location of the Art Dock, for potential future reuse. Stabilization of the remaining portions of the buildings shall be designed and conducted in a manner consistent with the applicable SOI's Standards. The plan shall be prepared prior to commencement of any Project construction activities that could adversely affect the Citizens Warehouse/Lysle Storage Co building.

4.2.3 *Significance after Mitigation*

The impact on Citizens Warehouse/Lysle Storage Company Warehouse would remain significant after Mitigation Measures CR-2 and CR-3.

4.3 National Ice and Cold Storage Facility

Because so little of the National Ice and Cold Storage Facility complex remains from the historic era, the following mitigation measure is proposed in lieu of archival documentation of the current complex.

CR-4 Metro shall prepare a report that documents, in-depth, the history and context of ice making and cold storage facilities in Los Angeles and the role played by National Ice and Cold Storage during its most significant years. Copies of the report shall be provided to the City of Los Angeles Public Library for public education purposes. The report shall be prepared prior to any demolition activities that would affect the National Ice and Cold Storage Facility.

4.3.1 Significance after Mitigation

Despite the fact that only two small pre-1924 components remain of National Ice and Cold Storage, for the purposes of this EIR, the impact would remain significant after Mitigation Measure CR-4.

4.4 Other Historical Resources

No mitigation is required for the other two historical resources:

- Khan-Beck Company/Friedman Bag Company.
- 4th Street Bridge.

5. REFERENCES

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APPENDICES

Appendix A: Maps

Project Area Limits, Division 20 Portal Widening

Appendix B: DPR 523 Forms

Citizens Warehouse/Lysle Storage Co. (110-122 Center Street)

National Ice and Cold Storage (210 Center Street)

First Street Bridge over the Los Angeles River

Fourth Street Bridge over the Los Angeles River

Khan-Beck Co./Friedman Bag Co. (801 Commercial Street)

New York Junk Co. (825 E. Commercial Street)

Maier Brewing Co./Amay's Bakery and Noodle Co. (837 E. Commercial Street)

Metro Center/Jackson Bus Terminal/Southern California Gas Ducommun Street Plant
(410 Center Street)

E.H. Stevenson Warehouse & Office (100-120 Santa Fe Avenue)

Los Angeles Engine Works (749 E. Temple Street)

Cleinman and Nesnick Storage (750 E. Jackson Street)

APPENDIX A: MAPS



- Legend**
- Project Area Limits
 - Assessors Parcels

Source: Los Angeles County; Imagery-NAIP (2017); ESRI Streetmap (2013)

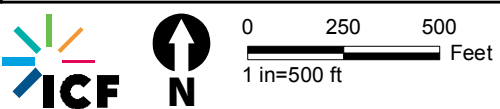
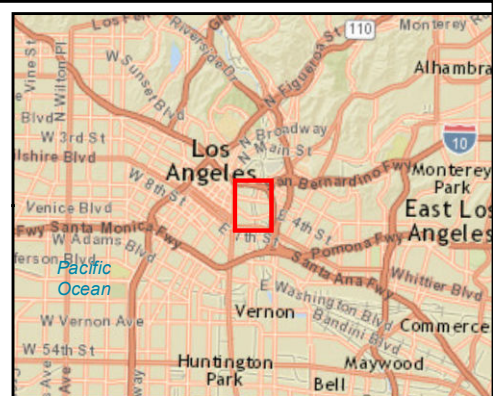


Figure A-1
Project Area Limits
Division 20 Portal Widening

APPENDIX B: DPR 523 FORMS

CITIZENS WAREHOUSE/LYSLE STORAGE COMPANY

Update DPR (2017)

Attachments


Records Search: DPR (2001)

GPA Memo (2012)

SurveyLA: Central City North, James K. Hill and Cons Co, Pickleworks (2017)

CONTINUATION SHEET

Page 1 of 8 *Resource Name or # Citizens Warehouse/Lysle Storage Co.

*Recorded by: Daniel Paul, ICF *Date October 2, 2017 
Continuation Update

UPDATED INFORMATION

Resource Name: Citizens Warehouse/Lysle Storage Company

P1. Other Identifier: Site of California Vinegar and Pickle Works; Site of James Hill and Sons Company; Site of James K. Hill and Sons Pickle Works; R.W. Prideham Co., Lysle Storage Co.; Citizens Warehouse; Art Dock.

P2.c. Address: 110-122 Center Street

P7. Owner: City of Los Angeles

B10. Theme: Art, Social History; **Periods of Significance:** 1905-c.1909; c. 1978-1986

PREVIOUS ANALYSIS AND RECENT ALTERATION


For the Federal Transit Administration (FTA) and the Los Angeles County Metropolitan Transportation Authority (Metro) undertaking known as the Los Angeles Eastside Corridor, in May 2001, Greenwood and Associates surveyed the subject property for compliance with Section 106 of the National Historic Preservation Act. FTA determined it eligible for the National Register of Historic Places (NRHP) under Criterion A for its association with early industrial development of Los Angeles with a period of significance of 1888-1927 and under Criterion B as an excellent example of "a dwindling stock of Victorian-era buildings remaining in the former heart of Los Angeles' warehouse district". The California State Historic Preservation Officer (SHPO) concurred with FTA's finding on December 5, 2001. For the Federal Highway Administration (FHWA) and Caltrans, in an Historical Resource Evaluation Report (HRER) prepared for the First Street Viaduct and Street Widening Project, in August of 2003, JRP Consulting concurred with FTA's 2001 NRHP eligibility determination, along with applying California Register of Historical Resources (CRHR) eligibility under Criterion 1 and Criterion 3. JRP did not prepare an update DPR as part of the HRER. In December 2005, a Memorandum of Agreement (MOA) was executed among FHWA, SHPO, Caltrans, and the City of Los Angeles to minimize the effect of removing the southernmost 30 feet of the oldest portion of the building. In November 2012, for the City of Los Angeles Bureau of Engineering, Galvin Preservation Associates (GPA) re-evaluated the subject property as part of an amendment to the MOA after the southernmost 75 feet (not 30 feet), and the oldest portion of the building, was demolished. The GPA report, which is attached, found the property to be NRHP ineligible under any Criteria after the demolition, but that analysis was never submitted to or otherwise concurred with by the SHPO.

Presently, in October 2017, the subject property is listed in the California Historic Resources Inventory (HRIU) with a 2S2 Status Code, which means "Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR." However, this 2S2 status code was assigned back in 2001, and does not reflect the demolition of the entire original 1888/1894 portions once occupied by pickle works companies, which served as the basis for the determination of NRHP eligibility under both criteria A and C.

What remains of the subject property in 2017 are in-kind additions to the now demolished 1888 portion that based off GPA research using Sanborn maps and historic era building permits, were completed in

CONTINUATION SHEET

Page 2 of 8 *Resource Name or # Citizens Warehouse/Lysle Storage Co.

*Recorded by: Daniel Paul, ICF *Date October 2, 2017 
Continuation Update

1905 and c. 1909. Consequently, the resource name has been changed to the Citizens Warehouse/Lysle Storage Company, to reflect the names of the historic-era occupants of the still extant portions of buildings on the property.

EARLY HISTORY

In the now demolished portion, the building's original tenants appear to have been the California Vinegar and Pickle Works, listed at the property in the 1888 City Directory but by 1890 relocates to 88 S. Los Angeles Street. The James K. Hill Pickle Works incorporated in June of 1894, and a Sanborn Map of the same year indicates the presence of this business at the far southern end of the property, in place of the earlier pickling entity within the original 1888 buildings, and shows a one-story addition to the north housing pickling vats. What presently remains (in 2017) is not directly or indirectly associated to either of the pickling enterprises.

Though nothing of the 1888 or 1894 portions appear to remain, fairly recent photo-documentation shows that both the 1905 and c. 1909 additions were stylistically in-kind to the original, echoing its running course brick cladding, and multipart corbelling at the roofline, and segmentally arched woodframe, multi-light windows of varying proportions. According to the GPA report, the Lysle family, whose patriarch Addison Lyle came from the Pittsburgh coal trades, purchased the building in 1905, and presumably oversaw its first major expansion of that same year. The Lysle family would continue to own the building through the 1960s. This includes an early period when the building was occupied by the paper manufacturing company of noted Los Angeles citizen, businessman and former Chairman of the County Board of Supervisors R.W. Prideham, who undertook the c. 1909 addition and occupied the building until 1916. Early in its history, the building also housed the Lysle Storage Company, and the Western Door and Sash Company. By 1957, and over the past 60 years, the building -- still owned by the Lysle family -- is identified as the "Citizen's Warehouse."


ARTS DISTRICT

Neither the 2001 or 2003 evaluations, nor the 2014 report, addressed the property's historic associations to the early advent of the City of Los Angeles Arts District. Spanning a space from Broadway to the west, the LA River to the East, Commercial Street to the north and Olympic Street to the south, beginning in the mid-1970s artists who came to the area as a less expensive alternative to Venice Beach and other points west began occupying, often illegally, vacant warehouses, offices, and other industrial buildings in which they made artwork and lived. The earliest of the artists into the area appeared just of the west of the 110 freeway near Beaudry Avenue in the mid-1970s, before migrating toward Broadway, then along the Los Angeles River, beginning with the Pickle Works property and similar abandoned buildings, then migrating southward, into the heart of what is presently known as the "Arts District."

Lysle Storage Company/Citizens Warehouse was among the first of a non-contiguous grouping of buildings- industrial buildings in the LA River vicinity occupied by artists, this is today called the "Arts District." The artists' presence in the building, which was illegal but allowed by empathetic property owners, seems to start in the late 1970s. Among the multiple artists who occupied the space included

CONTINUATION SHEET

Page 3 of 8 *Resource Name or # Citizens Warehouse/Lysle Storage Co.

*Recorded by: Daniel Paul, ICF *Date October 2, 2017 
Continuation Update

Marc Kreisel- the former owner of the seminal punk rock and Arts District venue Al's Bar, who was also one of the original "Young Turks"—the subject of a documentary about the first artists to settle in this area, and Carlton Davis, who from 1981 to 1986 operated a fairly publicized drive-by gallery called "Art Dock" from what is now the middle loading bay of the west elevation. During its run, Davis curated 35 separate exhibits in this dock, which was readily visible to passing cars whenever Davis was home and its roll-up door was open, a "drive-through art gallery" in the words of Davis. A self-published 228 page book authored by Davis was published about Art Dock in 2013, and Art Dock has been written of as an early gallery for the area. Many of its artists, including Scott Greiger, Kim Jones, Gary Lloyd, Karen Kristin and Miles Forst, went onto successful careers in the art world as professors, practitioners, and artists with works in permanent museum collections in Los Angeles and elsewhere. Among the Museum's in possession of their work in the Los Angeles Museum of Contemporary Art (MOCA) whose downtown location appears to have been informed by the burgeoning arts district nearby.

The late 1970s/ early 1980s presence of artists within the subject building—known primarily to them as "Citizens Warehouse," is of an extremely early chapter in in LA Arts District history, prior to passage in 1981 of the Artists in Residence (AiR) program, that formalized and codified the live/work arrangement of artists occupying industrial buildings in the City of Los Angeles. The subject building would continue to house artists until c. 2007, when it was vacated in advance of the 1st St Viaduct Widening.


PRESENT STATUS

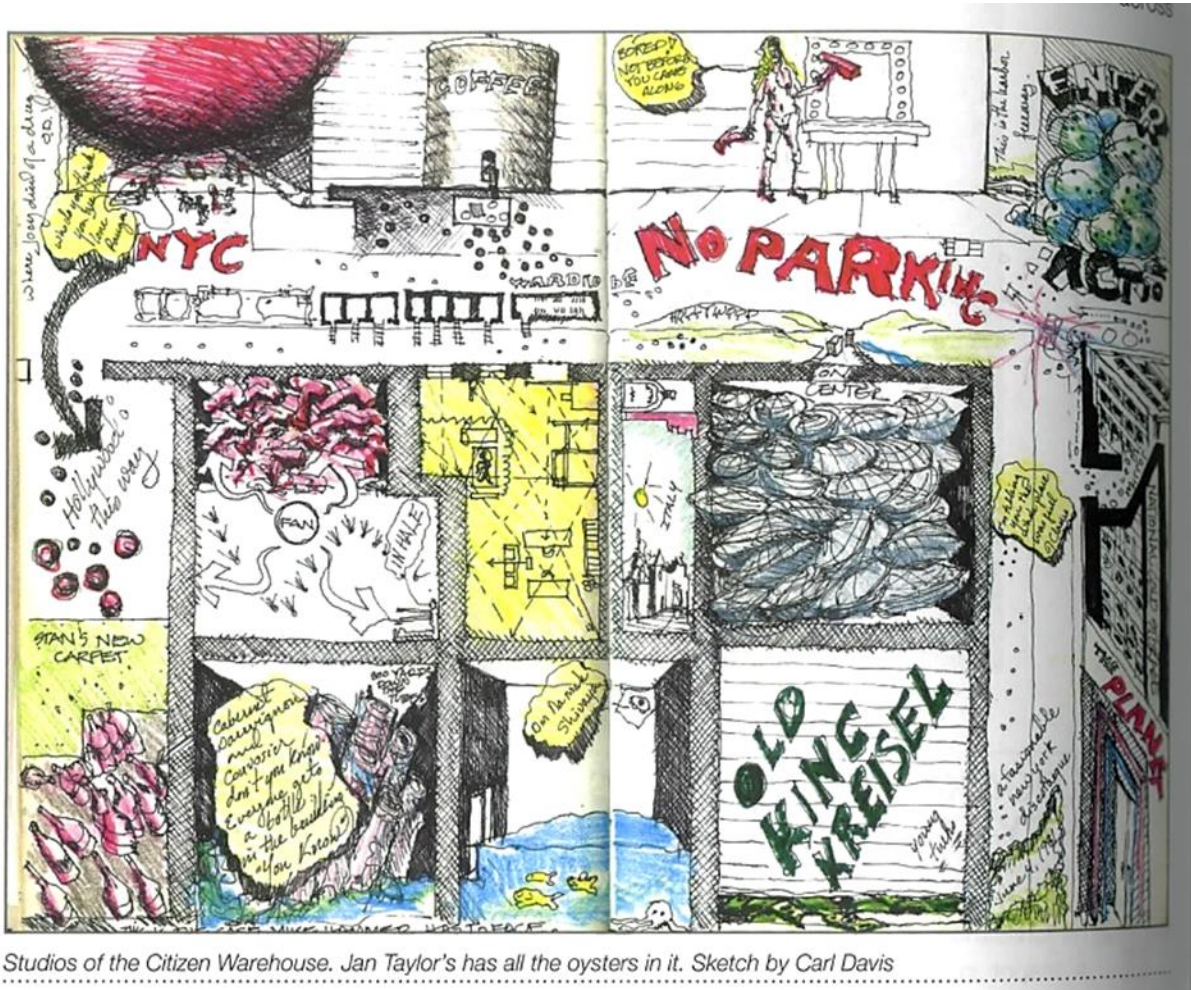
The Lysle Storage Co./Citizens Warehouse is one of the first of a non-contiguous grouping of industrial buildings occupied by artists, that nearly 40 years later has now lent the neighborhood both its character and its name: the "Arts District." Despite the loss of the property's southerly 75 feet, as an individual property and a contributor to a non-contiguous local district, the property continues to be considered a historical resource for CEQA purposes as per Section 15064.5(a)(4) of the CEQA Guidelines, in part for its historic associations to the Arts District unaddressed by previous analysis.

However, the basis for the NRHP eligibility determination of the property is no longer extant. The loss of the southernmost 75 feet of the building, once occupied by the California Vinegar and Pickle Works and the James K. Hill and Sons Pickle Works, calls into question whether the property is still eligible for the NRHP as determined through consensus determination by FTA/SHPO in 2001. Because that determination can't officially be changed through the CEQA process, it is recommended that the National Register determination should be re-considered the next time Section 106 of the NHPA applies to the subject property.

CONTINUATION SHEET

Page 4 of 8 *Resource Name or # Citizens Warehouse/Lysle Storage Co.

*Recorded by: Daniel Paul, ICF *Date October 2, 2017 
Continuation Update




Studios of the Citizen Warehouse. Jan Taylor's has all the oysters in it. Sketch by Carl Davis

Carlton Davis' sketch of Citizens Warehouse floorplan, n.d. Carlton Davis, *The Art Dockments*, 28.

CONTINUATION SHEET

Page 5 of 8 *Resource Name or # Citizens Warehouse/Lysle Storage Co.


*Recorded by: Daniel Paul, ICF *Date October 2, 2017 
Continuation Update



Artists at Citizens Warehouse c.1981. Source: Carton Davis, *The Art Dockuments*, 95.

CONTINUATION SHEET

Page 6 of 8 *Resource Name or # Citizens Warehouse/Lysle Storage Co.

*Recorded by: Daniel Paul, ICF *Date October 2, 2017 

Continuation Update

SELECTED ART DOCK EXHIBITIONS. (All images: Davis, Carlton, *The Art Dockuments: Tales of the Art Dock: The Drive by Gallery*. [Los Angeles, CA]: Carlton Davis, 2012.)

1. Scott Griger, *Vivid*, Early Summer, 1982.
2. Eve Montana, *Homage to the Studio*, Winter, 1982.
3. Leonard Seagal, *Comedia del Arte*, Summer, 1984.
4. Marguerite Elliott, *Summer Harvest in Los Angeles*, Fall, 1984.



1.

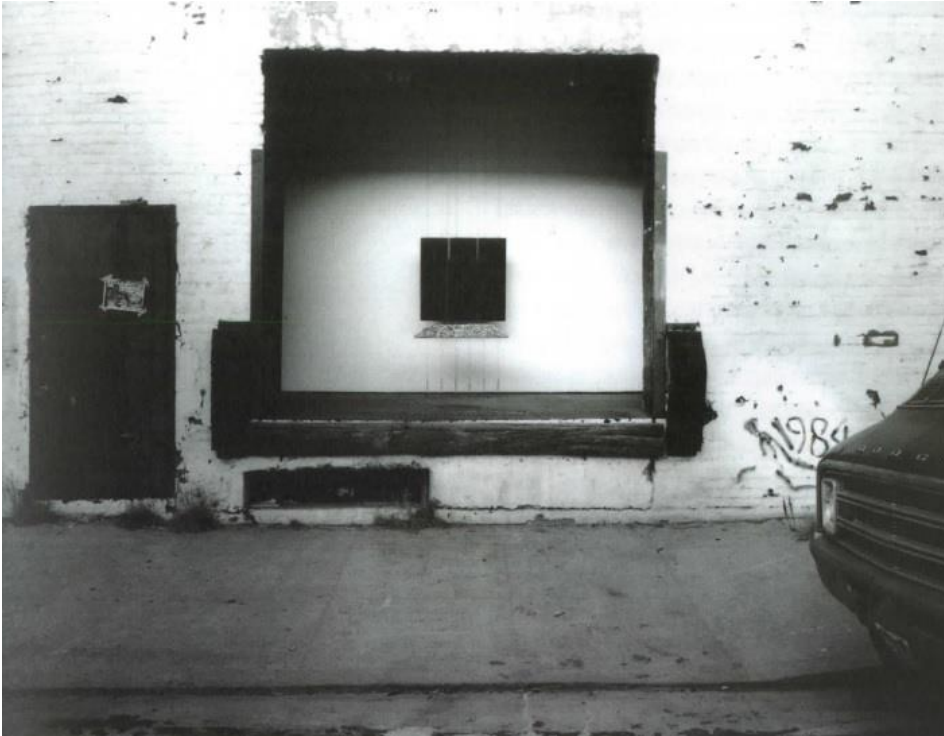


2.

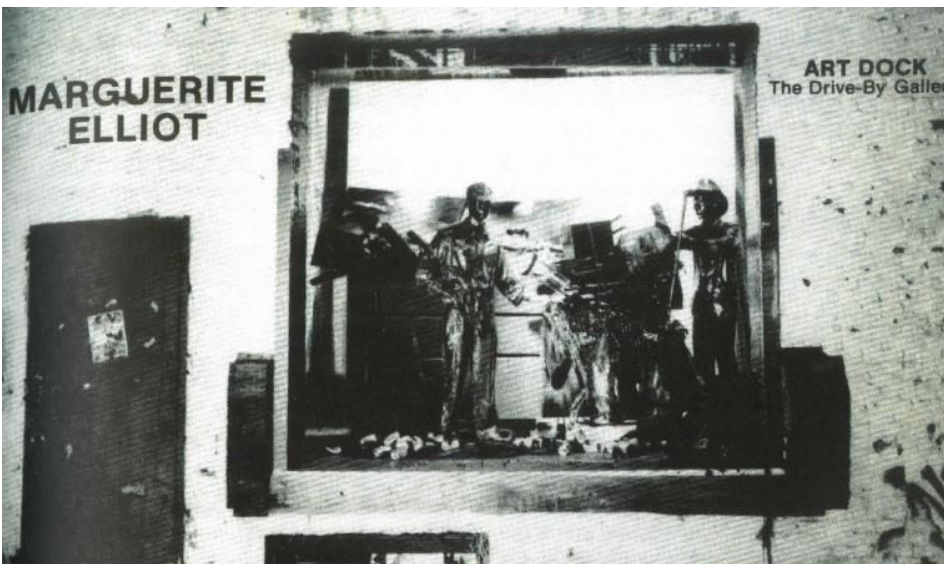
CONTINUATION SHEET

Page 7 of 8 *Resource Name or # Citizens Warehouse/Lysle Storage Co.

*Recorded by: Daniel Paul, ICF *Date October 2, 2017 
Continuation Update



3.



4.

CONTINUATION SHEET

Page 8 of 8 *Resource Name or # Citizens Warehouse/Lysle Storage Co.

*Recorded by: Daniel Paul, ICF

*Date October 2, 2017




Continuation Update



Lysle Storage Company/Citizens Warehouse, showing truncated south elevation to right of frame. View: NE. Photo: ICF. September, 2017.

CONTINUATION SHEET

Page 9 of 8 *Resource Name or # Citizens Warehouse/Lysle Storage Co.

*Recorded by: Daniel Paul, ICF *Date October 2, 2017 
Continuation Update

Sources:

Avocado, Laurie. "Citizens Warehouse or Pickle Works Building." *Evanescent City* [blog]. Available: <http://evanescent-city.blogspot.com/2014/10/citizens-warehouse-or-pickle-works.html>

Davis, Carlton, *The Art Dockuments: Tales of the Art Dock: The Drive by Gallery*. [Los Angeles, CA]: Carlton Davis, 2012.

Galvin Preservation Associates. "Reevaluation of the Pickle Works Building: 1001 E. 1st Street, Los Angeles." Technical report. November, 2012.

Greenwood and Associates. "James K. Hill & Sons Pickle Works." DPR 523a and b evaluation forms. May 21, 2001.

JRP Historical Consulting Services. "Historical Resources Evaluation Report: 1st Street Viaduct and Street Widening Project." Technical report. February 10, 2004.

Miller, Lindsey. *Isolation and Authenticity in Los Angeles' Arts District Neighborhood*. Master's Thesis. University of Southern California, May 2014.

"Sgl. Or Suite Offices. [Citizens Warehouse]". *Los Angeles Times*. Classified advertisement. December 7, 1957: 41.

Attachments:

Greenwood and Associates. "James K. Hill & Sons Pickle Works." DPR 523a and b evaluation forms. May 21, 2001.

California Office of Historic Preservation (OHP). Historic Property File [Prop. #: 161922 James K. Hill and Sons Pickle Works." August 17, 2006.

Galvin Preservation Associates. "Reevaluation of the Pickle Works Building: 1001 E. 1st Street, Los Angeles." Technical report. November, 2012.

State of California — The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

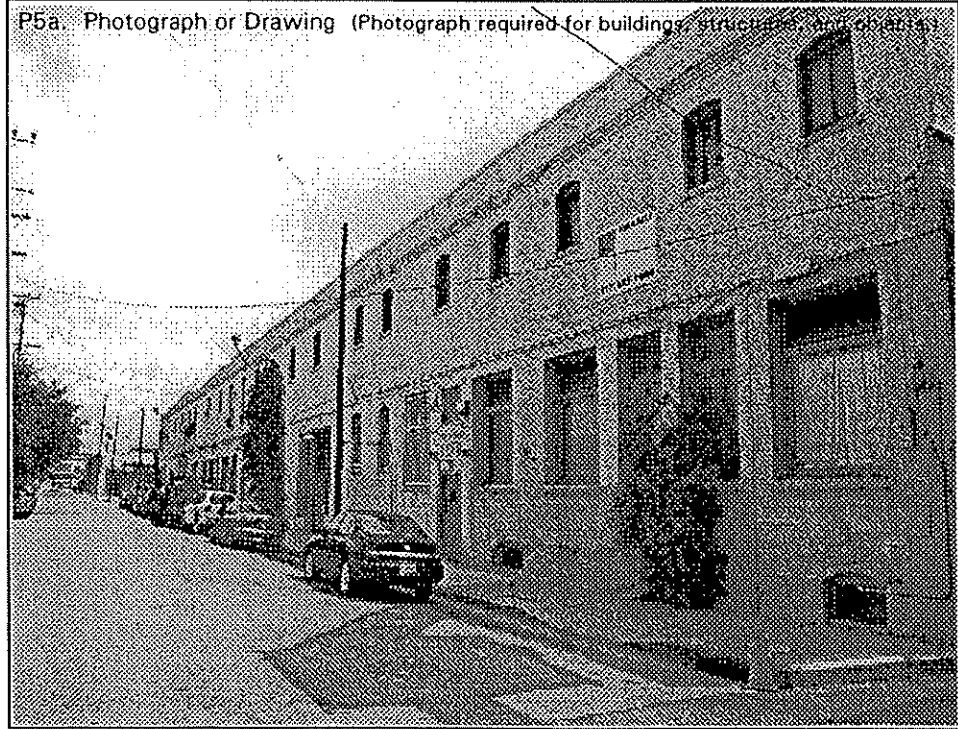
Primary # 19-197722
 HRI # 161922
 Trinomial _____
 NRHP Status Code 3S
 Other Listings _____
 Review Code _____ Reviewer _____ Date _____

Page 1 of 3 *Resource Name or #: (Assigned by recorder) 6
 P1. Other Identifier: James K Hill + Sons Pickle Works
 *P2. Location: Not for Publication Unrestricted *a. County Los Angeles
 and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
 *b. USGS 7.5' Quad _____ Date: _____ T _____; R _____; _____ ¼ of _____ ¼ of Sec _____; _____ B.M.
 c. Address 1001-1007 East 1st Street City Los Angeles Zip 90012
 d. UTM: (Give more than one for large and/or linear resources) Zone _____, _____ mE/ _____ mN
 e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
 APN 5173-023-001

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

With its south elevation just feet from the 1st Street Viaduct, this Victorian brick vernacular industrial building is two stories with a raised basement and an irregular footprint; its east wall is angled to follow the course of an adjacent rail alignment. The structure is covered by a parapeted flat roof to which several north-light windows have been added. An understated corbel table at the parapet line provides the only relief in the wall plains. Fenestration in the upper story consists of small segmental arched windows with brick sills, most of which retain their original four-light casement sash. Windows in the ground floor are mixed flat headed and arched one-over-one double hung sash interspersed with personnel doors and freight bays, both original and modern. Where offices were added at the southwest corner of the building in 1908, there are large square fixed sash windows surmounted by operable transoms.

*P3b. Resource Attributes: (List attributes and codes) HP8. Industrial Building
 *P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)



P5b. Description of Photo: (view, date, etc.) West elevation, 05-01.

*P6. Date Constructed/Age and Source:
 Historic Prehistoric Both
1888 (Dataquick)

*P7. Owner and Address:
First and Center, Ltd.
929 E. 2nd St., #101
Los Angeles CA 90012

*P8. Recorded by: (Name, affiliation, address)
Dana N. Slawson
Greenwood and Associates
725 Jacon Way
Pacific Palisades CA 90272

*P9. Date Recorded: 05-21-01

*P10. Survey Type: (Describe)
Intensive - MTA Los Angeles Eastside Corridor

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") _____

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List): _____

State of California — The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # _____
 HRI# _____

Page 2 of 3

*NRHP Status Code 3S

*Resource Name or # (Assigned by recorder) 6

- B1. Historic Name: James Hill & Sons Co./R.W. Pridham Paper Box Company
 B2. Common Name: _____
 B3. Original Use: Industrial B4. Present Use: Residential - Loft Apts.
 *B5. Architectural Style: Brick Industrial Vernacular
 *B6. Construction History: (Construction date, alterations, and date of alterations)
North addition, 1905.
Southwest corner of ground floor converted to offices, 1908.
 *B7. Moved? No Yes Unknown Date: _____ Original Location: _____
 *B8. Related Features: _____

- B9a. Architect: Unknown b. Builder: H.A. Cole (N. addition)
 *B10. Significance: Theme Industrial Development Area Los Angeles
 Period of Significance 1888-1927 Property Type Industrial Building Applicable Criteria A, C
 (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

An example of late-nineteenth century brick industrial architecture, the earliest, southern, portion of 1001-1007 E. 1st St. was erected in 1888 and first housed the California Vinegar & Pickle Co., known after 1895 as James Hill & Sons Co. This firm is noted in the Los Angeles city directories as a packer of olives, olive oil, pickles, and vinegar. In 1905 a large addition was made to the north end of the two-story structure, on land formerly owned by the Diamond Coal Co, and the southwest corner of the ground floor was converted to office use in 1908. During this period the building was briefly occupied by the Western Door and Sash Co. By the time of the 1909 Western Litho Co. map, the structure housed the R.W. Pridham Paper Box Company. Richard W. Pridham was a prominent businessman who established a book bindery in 1882 that grew to become one of Los Angeles' foremost printing and paper box manufacturing concerns. At one time, 200 workers were employed at this site. R.W. Pridham was involved in local politics and numerous civic organizations, serving as Chairman of the County Board of Supervisors in 1911 and President of the Los Angeles Chamber of Commerce in 1921-22. In 1925 he was voted 'Most Useful Citizen in Los Angeles' in a newspaper poll. While it now contains residential lofts and artists' studios, the building retains a high level of design integrity. Segmental arched windows in the upper story retain their original wooded sash, and numerous doors and windows in the lower story are also intact, as are other design features, like the understated corbeling at the roofline. (See Continuation Sheet)

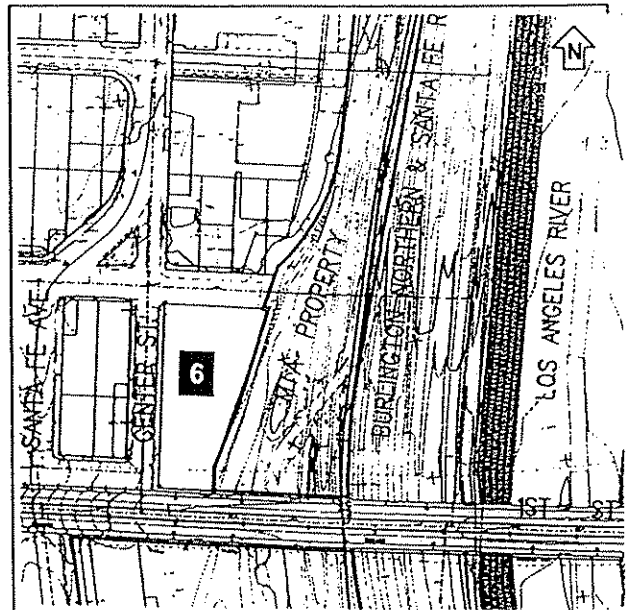
B11. Additional Resource Attributes: (List attributes and codes) _____

- *B12. References:
 LA City Building Permits #4316, 07-19-1905; #7256, 12-24-1908.
 Sanborn Map Co., 1888-1952 update.
 Los Angeles City Directories, 1888-1928
 Los Angeles Examiner, 04-28-1938
 B13. Remarks:

*B14. Evaluator: D. Slawson

*Date of Evaluation: 05-21-01

(This space reserved for official comments.)



Page 3 of 3 *Resource Name or # (Assigned by recorder) 6
*Recorded by: D. Slawson *Date 05-21-01 Continuation Update

B10. Significance, Cont'd.

1001-1007 E. 1st St. appears eligible for listing in the National Register under Criterion C, as an as an excellent representative example of its period and type. It is part of a dwindling stock of Victorian-era industrial buildings remaining in the former heart of Los Angeles' warehouse district. The structure occupies what would have been a prime location, directly adjacent to a major rail corridor and one block from Santa Fe's Le Grande station (demolished) and freight facilities. It also appears eligible to the National Register under Criterion A, for its association with the early industrial development of Los Angeles.

19-187722

HISTORIC PROPERTY FILE

SINGLE PROPERTY PRINTOUT

08/17/06

Prop.#: 161922 JAMES K. HILL AND SONS PICKLE WORKS

Prim.#:

Address:

1001 E 1ST ST

LOS ANGELES

90012

County: LAN

X-Street:

Vicinity:

Parcel #: 5173-023-001

Category: BUILDING

Owner Type: PRIVATE

Present Use: COMMERCIAL

Other Recognition:

CHL #:

Dates of Construction: 1888 -

Architect:

Builder: H.A. COLE

Historic Attributes: INDUSTRIAL BLDG.

Eth:

Previous Determinations on this property:

Program	Prog. Ref Number	Eval Crit	Eval-date	Evaluator
PROJ.REVW.	FTA010315A	2S2 C	12/05/01	JANICE CALPO

Key to EVAL:

2S2: Indiv prop det eligible to NR by Section 106 consensus. CR Listed.

**Re-Evaluation of the
Pickle Works Building
1001 E. 1st Street, Los Angeles**



Prepared For:

The City of Los Angeles
Bureau of Engineering, Department of Public Works
Bridge Improvement Program
1149 S. Broadway Street, Ste. 700
Los Angeles, CA 90015

Prepared By:

GalvinPreservationAssociates



231 california street
el segundo, ca 90245

November 2012

1. Project Background

A Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) was prepared for the 1st Street Viaduct Widening in November 2005. A Historic Resources Evaluation Report (HRER) was prepared for the proposed project in February 2004. The HRER concluded that the Pickle Works Building was eligible for listing in the National Register of Historic Places (National Register). As such, the EIR/EIS identified the Pickle Works Building as a historical resource. Section 3.7.2.3 of the EIR/EIS stated that implementation of the proposed project (Build Alternative 2) would constitute an adverse effect on the historical resource due to the removal of the south 30 feet of the building. The effect would be adverse because the National Register eligibility of the building would be negatively affected by the loss of such a substantial portion of the building. Furthermore, the removal of such a substantial portion of the building would not comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

A Memorandum of Agreement (MOA) was executed between the City of Los Angeles, the California Department of Transportation (Caltrans), the Federal Highway Administration (FHWA) and the California State Historic Preservation Office (SHPO) on December 20, 2005. In an effort to minimize the impact on the Pickle Works Building, the MOA stipulated (II-B) the reconstruction of the south façade in keeping with the original design.

The widening of the 1st Street Viaduct, completed in December 2011, necessitated the removal of an even greater portion of the building than originally anticipated. The south 75 feet of the building was removed, as opposed to the south 30 feet. The discovery of poor soil conditions required the redesign of the proposed foundation of the south façade. It was concluded that the reconstruction of the south façade would not address the serious structural deficiencies of the building or address the challenges faced by the soil conditions on the site.

After weighing several options, the City of Los Angeles requested an amendment of the MOA for the demolition of the Pickle Works Building. SHPO determined, and Caltrans agreed, that prior to any agreement to amend the MOA the City of Los Angeles needed to perform public outreach with the parties previously consulted with the Section 106 process, including the Los Angeles Conservancy and the Office of Historic Resources, as well as any additional parties that may be interested in the demolition of the building. It is the City's understanding that the demolition of the Pickle Works Building would not change the conclusion of the EIR/EIS and that no supplemental environmental document is required. However, since the amendment of the MOA would constitute a change to the commitments of avoidance, minimization, and/or mitigation, a re-evaluation of the building would need to be prepared to validate the EIR/EIS. Hence, the purpose of this memorandum is the re-evaluation of the building as a historic resource.

2. Methodology

In preparing this memorandum, GPA performed the following tasks:

1. Conducted a site visit on October 3, 2012 to inspect the building to document its physical integrity. The interior and exterior of the building was photographed during the site visit.
2. Reviewed the existing documentation on the building including the Historic Resources Evaluation Report for the 1st Street Viaduct Widening Project (February 10, 2004), the Memorandum of Agreement (December 20, 2005), the State Historic Resource Inventory forms prepare for the Final Supplemental EIS/Final

Subsequent EIR for the Los Angeles Eastside Corridor Project (May 21, 2001), as well as various correspondence between the Bureau of Engineering and Caltrans.

3. Conducted research on the history of the building, as the supporting research for the State Historic Resource Inventory forms was no longer available. Sources included building permits, city directories, historic aerial photographs, Sanborn maps, tract maps, and *Los Angeles Times* articles.
4. Re-evaluated the National Register eligibility of the building based upon the criteria of significance and seven aspects of integrity in National Register Bulletin 15.

3. Summary of HRER

A HRER was prepared for the proposed project in February 2004 by JPR Historical Consulting Services. The HRER concluded that the Pickle Works Building was eligible for listing in the National Register. However, the Pickle Works Building had been previously evaluated for National Register eligibility in 2001 in the Cultural Resources Technical Report, Final Supplemental EIS/Fnal Supsequent EIR for the Los Angeles Eastside Corridor prepared by Greenwood and Associates. SHPO concurred with the results of the study and the Pickle Works Building was determined eligible for listing in the National and California Registers. Below is the description and statement of significance from the State Historic Resource Inventory forms (DPR 523 A and B, also attached):

Description – With its south elevation just feet from the 1st Street Viaduct, this Victorian brick vernacular industrial building is two stories with a raised basement and an irregular footprint; its east wall is angled to follow the course of an adjacent rail alignment. The building is covered by a parapeted flat roof to which several north-light windows have been added. An understated cobel table at the parapet line provide the only relief in the wall plains. Fenestration in the upper story consists of small segmental arched windows with brick sill, most of which retain their original four-light casement sash interspersed with personnel doors and frieght bays, both original and modern. Where offices were added at the southwest corner of the building in 1908, there are large square fixed sash windows surmounted by operable transoms.

Statement of Significance – An example of late-nineteenth century brick industrial architecture, the earliest southern, portion of 1001-07 E. 1st Street was erected in 1888 and first housed the California Vinegar & Pickle Company, known after 1895 as James Hill & Sons Company. This firm is noted in the Los Angeles City Directories as a packer of olives, olive oil, pickles, and vinegar. In 1905, a large addition was made to the north end of the two-story structure on land formerly owned by the Diamond Coal Company and the southwest corner of the ground floor was converted to office use in 1908. During this period, the building was briefly occupied by the Western Door and Sash Company. According to the 1909 Western Litho Company map, the building housed the R.W. Pridham Paper Box Company. Richard W. Pridham was a prominent businessman who established a book bindery in 1882 that grew to become one of Los Angeles' foremost printing and paper box manufacturing concerns. At one time, 200 workers were employed at this site. R. W. Pridham was involved in local politics and numerous civic organizations, serving as Chairman of the County Board of Supervisors in 1911 and President of the Chamber of Commerce in 1921-22. In 1925, he was voted 'Most Useful

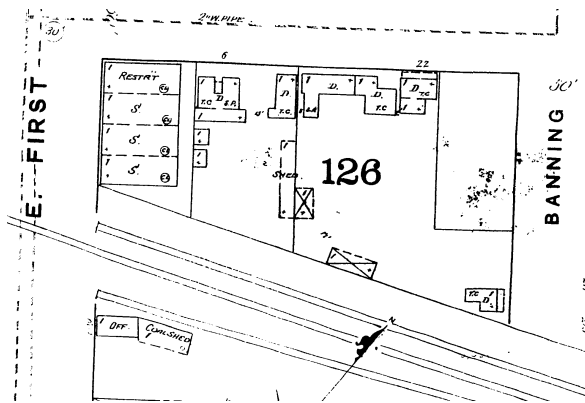
Citizen in Los Angeles' in a newspaper poll. While it now contains residential artists' studios, the building retains a high level of design integrity. Segmental arched windows in the upper story retain their original wood sash and numerous doors and windows in the lower story are also intact, as are other design features, like the understated corbeling at the roofline.

1001-07 E. 1st Street appears eligible for listing in the National Register under Criterion C, as an excellent representative example of its period and type. It is part of a dwindling stock of Victorian-era industrial buildings remaining in the former heart of Los Angeles' warehouse district. The building occupies what would have been a prime location, directly adjacent to a major rail corridor and one block from Santa Fe's Le Grande Station (demolished) and freight facilities. It also appears eligible to the National Register under Criterion A, for its association with the early industrial development of Los Angeles.

4. Findings of Additional Research

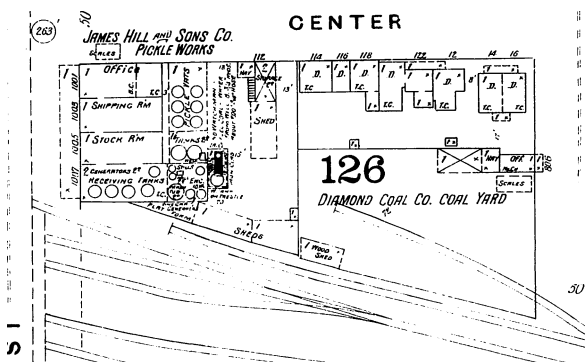
During the site visit, it became apparent that the building was constructed in more than the two phases as had been described in the State Historic Resources Inventory form. This determination was made based upon differences in the structural framing and vertical breaks in the masonry. As such, additional research was conducted on the history of the building to more precisely determine its evolution over time. The research revealed that the building was constructed in at least four phases, rather than two.

Figure 1: 1888 Sanborn Map



The 1888 Sanborn map documents a one-story building on the site with four storefronts oriented toward E. 1st Street. The westernmost storefront was occupied by a restaurant. This building occupied less than one-quarter of the block between E. 1st Street on the south and Banning Street on the north. According to the 1888 City Directory, the California Vinegar and Pickle Works was located at E. 1st Street and Center Street.

Figure 2: 1894 Sanborn Map



The 1894 Sanborn map documents the same one-story building on the site, plus a one-story addition to the south. This building occupied approximately one-quarter of the site. The entire building was used by the James Hill and Sons Company Pickle Works. The westernmost storefront on E. 1st Street was occupied by an office, the next storefront was a shipping room, the next storefront was the stock room, and the next storefront (located along the train tracks) was receiving. The addition was apparently

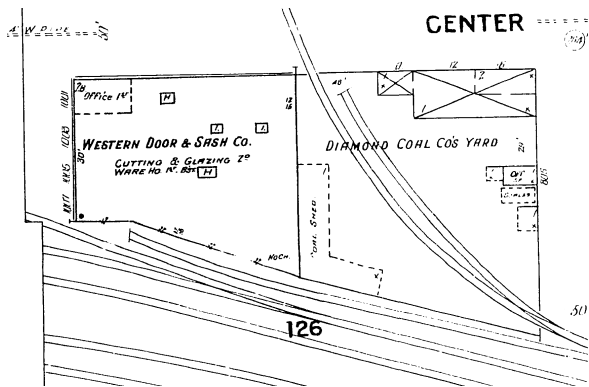
occupied by giant pickle barrels.

The State Inventory form suggested that the California Vinegar and Pickle Works and the James Hill and Sons Company Pickle Works were somehow affiliated. However, that does not appear to have been the case. According to the 1890 and 1893 City Directories, the California Vinegar and Pickle Works moved to 88 S. Los Angeles Street and then 555 Banning Street. The proprietors were Charles von der Kuhler, Alexander Schelling, and C. Herbeger. The California Vinegar and Pickle Works appears to have gone out of business by 1898, as they no longer appeared in the City Directories; however, C. Herbeger had a pickle factory at 1040 S. Main Street.

The James Hill and Sons Company continued to be located at 1001-07 E. 1st Street until 1904, according to the City Directories. In 1909, they were located at 750 Keller Street.

The first building permit was issued for the building in 1905, the first year the City began keeping building permit records. The permit was issued to Addison Lysle. The 1905 City Directory indicates that the building was occupied by the Lysle Storage Company. The permit (LA02986) was for an addition to a two-story warehouse. Between 1894 and 1905, the existing one-story building was either demolished and replaced with a two-story warehouse building, a second story was added to the existing one-story building, or the 1888 and the 1894 Sanborn maps were incorrect, and the existing building was always two-stories, not one-story.

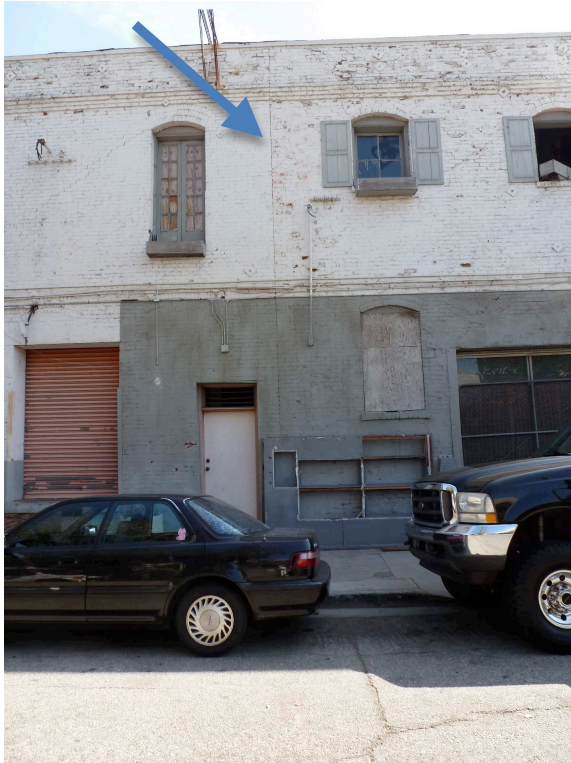
Figure 3: 1906 Sanborn Map



The Lysle family continued to own the building through the early 1960s, although the tenants changed. The 1906 Sanborn map documents that by this time, the building occupied approximately one-half of the block from E. 1st Street on the south and Banning Street on the north. The Western Door and Sash Company occupied the building.

The State Inventory form stated that the 1905 addition was made to the north on land formerly owned by the Diamond Coal Company, but that does not appear to have been the case. The 1906 Sanborn map clearly indicates that the subject building only occupied the south half of the block, and that the north half of the block was still occupied by the Diamond Coal Company Yard.

Figure 4: West Façade, October 3, 2012

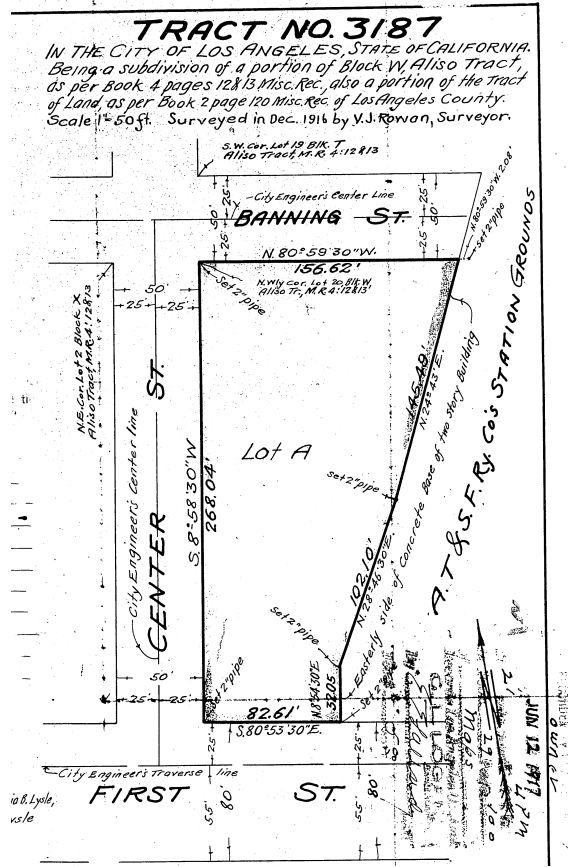


The division between the south half and the north half of the building was evident during the site visit. There is a vertical break in the masonry (see blue arrow on Figure 4) and different structural framing on the interior.

There are no building permits for the addition on the north half of the building. (See Appendix A for the complete building permit record.) It was likely constructed in 1909. 1909 is the first year that Richard W. Pridham was listed in the City Directory at 112-24 Center Street, the alternative address for the building. In 1913 two permits for minor alterations were issued for this address, further indicating the building occupied the entire block from E. 1st Street on the south and Banning Street the north by this time. The R.W. Pridham Company continued to be listed at 112-24 Center Street through 1915. An article in the *Los Angeles Times* (October 29, 1916) reported that the company constructed and moved to a large new plant at Main and Alameda.

Pridham's obituary in the *Los Angeles Times* (April 28, 1938) reported that he was elected to the County Board of Supervisors in 1909 and 1913, "serving as the chairman of the board for six of his eight years in office." From 1917 to 1929 he was a director of the Los Angeles Chamber of Commerce, and served as the president in 1925 and as the treasurer in 1927. According to the City Directories, he lived at 115 N. Rossmore Avenue in the 1920s, but by the time of his death he had moved to Hermosa Beach. The State Inventory form discusses Pridham's biographical information, but does not make a case that the building is eligible under Criterion B for its association with him.

Figure 5: 1916 Tract Map



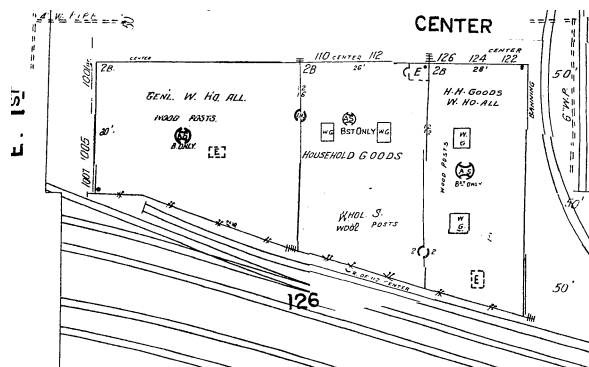
In 1916, the property was re-surveyed. It was previously known as Lots 17-20, Block W, of the Aliso Tract. It was henceforth known as Lot A of Tract No. 3187. The 1916 tract map provides further documentary evidence that the building occupied the entire block from E. 1st Street on the south to Banning Street on the north.

Figure 6: Looking East on 1st Street in 1929



Historic photograph research was conducted of online archives including the Los Angeles Public Library Photograph Collection, the USC Digital Archive, and Historic Aerials/Nationwide Environmental Title Research. The information collected as a result of this research was limited to two photographs. The photograph in Figure 6 is looking east of 1st Street. It was taken in 1929. The blue arrow is pointing to the subject building on the left.

Figure 7: 1950 Sanborn Map



A 1948 aerial photograph indicated a building footprint that matches the building footprint on the 1950 Sanborn Map. At this time, the Sanborn lists the three sections of building as "H.H. Goods W. Ho All", General W. Ho All" and "Household Goods".

5. Re-evaluation of National Register Eligibility

As previously stated, the Pickle Works Building was determined eligible for listing in the National Register under Criterion A and C in 2001. Since that time, the south 75 feet of the building was removed. As such, the building is being re-evaluated to determine if it should still be considered eligible for listing in the National Register. To be eligible for listing in the National Register, properties must be significant under one of four criteria, and must retain sufficient integrity to convey their significance. The significance of the building was not fully explained on the State Inventory form. Since the building was officially determined eligible for listing in the National Register based upon the information provided on the State Inventory form, the significance of the building is not analyzed below. Rather the focus of the analysis is whether the building retains sufficient integrity to convey its significance, given the alterations for the widening of the 1st Street Viaduct.

Eligibility under Criterion A – According to the State Inventory form, the building appears eligible for listing in the the National Register under Criterion A, for its association with the early industrial development of Los Angeles. The meaning of "early industrial development" is unclear. It presumably refers to the broad pattern of industrial development that occurred along the Los Angeles River during the late 19th and early 20th centuries. The State Inventory form does not explain what role the building played in the history of industrial development in the Los Angeles River basin, other than being the home of the California Vinegar and Pickle Works from 1888 to 1894, the James Hill and Sons Company from 1894 to at least 1904 , and the R.W. Pridham Company from 1909 to 1916.

To be eligible for listing in the National Register, properties must retain their physical integrity from the period in which they gained significance. According to the State Inventory form, the period of significance for the property is 1888 – 1929. The period of significance logically begins in 1888 with the date of construction, but there is no justification for an end date of 1927. There were no major additions or significant alterations to the building after 1909. The R.W. Pridham Company occupied the building from 1909 to 1916. There after the building was occupied by a variety of tenants. The building was owned by the Lysle family until the early 1960s. In 1986, the building was seismically retrofitted to comply with Division 88 of the Los Angeles Building Code. In 1992, the building was converted into 27 residential lofts and artists studios. The basement was used for storage. Thus it could be argued that the period of significance for the building in the context of the early industrial development of the Los Angeles River basin should be shortened to 1916.

While some factors of integrity are more important than others depending on the property and why it is significant, a majority of the seven recognized factors (location, setting, design, materials, workmanship, feeling, and association) should be retained. The seven factors of integrity and an examination of them in relation to the Pickle Works Building is outlined below.

Location – The place where the historic property was constructed or the place where the historic event occurred.

The building has not been moved. Therefore, their integrity of location has been retained.

Setting – The physical environment of the historic property.

The setting of the building consists of the 1st Street Viaduct on the south, the train tracks to the east, and low-rise warehouses and surface parking lots to the west and the north. This is similar to the setting of the property depicted on the 1950 Sanborn map. However, the 1906 Sanborn map depicts commercial buildings along E. 1st Street and residential buildings along Banning and Temple (then Turner) Streets. It was during the 1910s and 1920s that the residential buildings were replaced with industrial buildings.

Figure 8: Looking East on 1st Street in 2006



The most significant change in the setting of the building is its relationship with the 1st Street Viaduct. The building was inches away from the footings of the 1st Street Viaduct. Indeed it was this condition that necessitated the removal of such a substantial portion of the building to make way for the widening of the viaduct. With the widening of the viaduct and the removal of the south 75 feet of the building, there is now substantially more space between the viaduct and the building. Therefore the setting of the building has been diminished, but not completely lost.

Materials – The physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.

The building has seen alterations to its materials. The south 75 feet of the building has been removed. This represented approximately one-quarter of the materials in the building. Furthermore, this represented the oldest portion of the building that was constructed between 1888 and 1894. The remaining portion of the building was constructed between 1905 and circa 1909. The portion of the building that has been removed was that portion that was occupied by the California Vinegar and Pickle Works and the James Hill and Sons Company Pickle Works. Thus, continuing to call the building the Pickle Works Building is misleading. The portion of the building that remains was occupied by the R.W. Pridham Company and a variety of other tenants. The building permit history in Appendix A also documents a variety of alterations to the building that have resulted in the loss of additional historic fabric. Thus, the building lacks integrity of materials.

Design – The combination of elements that create the form, plan, space, structure, and style of a property.

The demolition of the south 75 feet of the building fundamentally altered its form and plan. The building was approximately 268 feet long, and is now approximately 193 feet long. It originally narrowed from 156 across Banning Street to 82 feet across E. 1st Street. The building still narrows from north to south, but to a much lesser degree. The arrangement of space in the building had already been altered by a succession of tenants, the most recent being the conversion of the building to artists lofts in 1992. The design of the structure has been diminished by the removal of the south 75 feet of the building. This was the oldest (1888-1894) part of the building. However, the remaining portion of the building employed the same structural system of wood framing and unreinforced masonry walls. The style of the remaining portion of the building also matched the original portion (now gone) in that it was designed in no particular style. Rather it is a vernacular brick building with wood frame windows on the second story that are still intact. However, the majority of the doors and openings on the first floor have been altered.

Thus the original design of the building is still evident based upon the remaining portion, however, the overall scale of the building has been reduced. The integrity of design has been diminished, but not completely lost.

Workmanship – The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.

The workmanship of the building usually refers to craftsmanship, unique or artisan details, methods of construction and/or building techniques. What remains of the building partially reflects building techniques from the 1910s. As the south 75 feet represented the oldest (1888-1894) portion of the building, it no longer retains the physical evidence of the crafts used during the late 19th century. The remaining portion of the building (1905-09) is a typical example of a wood frame structure with unreinforced masonry walls. Therefore, the building has lost its integrity of workmanship.

Feeling – A property's expression of the aesthetic or historic sense of a particular period of time.

As the remaining portion of the building is similar in design and construction to the original portion of the building, it continues to feel like an early industrial building, but one from the early 20th century rather than the late 19th century. Therefore, the integrity of feeling has been diminished by the loss of the south 75 feet, but not completely lost.

Association – The direct link between an important event or person and a historic property.

The building is associated with the history of the early industrial development of the Los Angeles River basin. However, the south 75 feet, which would be considered the most significant portion of the building in connection with early industrial development—has been demolished. Previous alterations to the building have further altered it from its original design. Thus, the building lacks integrity of association.

In conclusion, the Pickle Works Building does not appear to remain eligible for listing in the National Register under Criterion A, because it lacks sufficient integrity to convey its significance in the context of the early industrial development of the Los Angeles River basin. The period of significance for the building in this context is 1888 to 1915. The south 75 feet of the building that was demolished represented approximately one quarter of the building, which was the oldest (1888-1894) portion. The remaining portion of the building was constructed between 1905 and

circa 1909. The building as it currently exists retains integrity of location only. The integrity of its setting, design, and feeling have been diminished by the removal of the original portion of the building. The building no longer retains integrity of materials, workmanship, or association.

Eligibility under Criterion C – The building was determined eligible for listing in the the National Register under Criterion C, as an increasingly rare surviving example of Victorian-era brick industrial vernacular architecture in the center of Los Angeles's former warehouse district, which represents the earliest construction in the warehouse district. As previously stated, the period of significance for the property on the State Inventory form is 1888 – 1929. Once again, there is no justification for an end date of 1929. The Victorian era ended in 1901 with the death of Queen Victoria. In Los Angeles, the period of significance for late Victorian forms of architecture is often extended to 1905 because such forms continued to be constructed after 1901, but had mostly faded from popularity by 1905. Therefore the period of significance for the building in the context of architecture should be shortened to 1905.

The Pickle Works Building does not appear to remain eligible for listing in the National Register under Criterion C, because it lacks sufficient integrity to convey its significance in the context of architecture. The south 75 feet of the building that was demolished represented approximately one quarter of the building, which was the oldest (1888-1894) portion. The remaining portion of the building was constructed between 1905 and circa 1909. The 1905 portion represents approximately one-quarter of the building, and is now the southernmost portion of the building. In the context of Victorian-era architecture, the building lacks all aspects of integrity, save for location, because of the substantial loss of historic fabric.



Primary Address: 728 N BUNKER HILL AVE
 Other Address: 728 1/2 N BUNKER HILL AVE
 Name:
 Year built: 1910
 Architectural style: Craftsman; Craftsman, Japanese

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	No Sub-context
Theme:	Arts and Crafts Movement, 1895-1930
Sub theme:	Craftsman, 1905-1930
Property type:	Residential
Property sub type:	Single-Family Residence
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of Craftsman residential architecture in Central City North; very few examples of two-story Craftsman style residences are extant in Central City North.



Primary Address: 124 N CENTER ST
 Other Address: 1001 E 1ST ST
 110 N CENTER ST
 112 N CENTER ST
 Name: California Vinegar and Pickle Co.; James K. Hill and Sons Co. Pickleworks
 Year built: 1888
 Architectural style: Vernacular

Context 1:

Context:	Industrial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Early Industrial Development, 1880-1945
Sub theme:	No SubTheme
Property type:	Industrial
Property sub type:	No Sub-Type
Criteria:	A/1/1
Status code:	3S;3CS;5S3
Reason:	Very rare example of a late-19th century industrial building in Los Angeles' primary industrial district; one of few remaining examples from this period. Built in 1888 and expanded in 1905, this building served as a pickle works from 1888 to 1908 (first by the California Vinegar and Pickle Co., followed by the James K. Hill and Sons Co. Pickle Works). It operated as a paper box factory from 1909 to 1927. Today, it is one of the last surviving Victorian-era industrial buildings in Los Angeles. The Pickle Works Building was previously determined eligible for listing in the National Register through the Section 106 process. Following this determination, 75 feet of the building was demolished in preparation for a project to expand the First Street Viaduct.

NATIONAL ICE AND COLD STORAGE

DPR (2017)

Attachments

Records Search: DPR (2014) for NICS Extension located at 820 E. Jackson

SurveyLA : Central City North, Historic Districts, National Cold Storage (2017)

State of California & The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
 HRI #
 Trinomial
NRHP Status Code 6Z (Extension); 5S3

Other Listings
 Review Code

Reviewer

Date

Page 1 of 15 *Resource Name or #: National Ice and Cold Storage

P1. Other Identifier: National Ice Company; National Cold Storage; National Cold Storage Extension

*P2. Location: Not for Publication Unrestricted

*a. County Los Angeles and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad _____ Date _____ T ___; R ___; ___ of ___ of Sec ___; _____ B.M.

c. Address 210 Center Street; 820 East Jackson Street (Extension) City Los Angeles Zip 90012

d. UTM: (Give more than one for large and/or linear resources) Zone __, ___ mE/ ___ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

APNs: 5173-022-004, 5173-022-001, and 5173-022-002. Bound by Banning Street to the south, Center Street to the west, Jackson Street to the north, and railroad sidings to the east. Historic address is 749-801 Banning Street.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

National Ice and Cold Storage is located on two blocks, now on three parcels, on the east side of Center Street, bound by Banning St to the south, Jackson St to the north, and railroad tracks to the east. The parcels have been improved with multiple buildings creating a variegated mass. Buildings are one to three stories tall, with lower ones primarily along Center Street and taller buildings alongside the railroad tracks. A recessed, concrete truck loading dock with an overhang is located along Center St. North of the loading dock is a two-story, stucco clad building that was once the complex's engine room. The Engine Room has been heavily altered with stucco recladding, window and door alterations including infill, revising, and replacement, and the removal of the gable roof. See page 3, continuation sheet.

*P3b. Resource Attributes: HP8: Industrial buildings

P5a. Photograph or Drawing



*P4. Resources Present:

Building Structure Object Site
 District Element of District Other

P5b. Description of Photo: Primary elevation, corner of Banning and Center Streets, camera facing north east. ICF, 9/27/2017.

*P6. Date Constructed/Age and Source: Historic Prehistoric Both Multiple between c.1890 and 1962 (LADBS permits, Sanborn Fire Insurance Maps dated 1915 and 1951, Los Angeles Times articles, and a 1924 historic photo)

*P7. Owner and Address:

Arts District Crossing LLC.
 210 Center Street
 Los Angeles, CA 90012

*P8. Recorded by:
 Margaret Roderick ICF
 601 W. 5th Street, Suite 900
 Los Angeles, CA 90071

*P9. Date Recorded:
 November 2, 2017

*P10. Survey Type:
 Intensive Level Survey

*P11. Report Citation: Metro Division 20 Turnaround Facility: Cultural Resources Memorandum.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # National Ice and Cold Storage

*NRHP Status Code 6Z (Extension); 5S3

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- B1. Historic Name: National Ice and Cold Storage; National Ice Company
B2. Common Name: National Cold Storage
B3. Original Use: Ice production and cold storage B4. Present Use: Vacant
*B5. Architectural Style: Multiple; Industrial Vernacular
*B6. Construction History: (Construction date, alterations, and date of alterations)

National Ice and Cold Storage began operating at the Corner of Center and Banning Streets in 1892. However, only two buildings, the Engine Room and the Condenser Room, predate 1924. (See page 3, continuation sheet)

*B7. Moved? No Yes Unknown Date:

Original Location:

*B8. Related Features:

- B9a. Architect: Multiple unknown; Charles Wallace (1909) b. Builder: Multiple unknown; George Booth (1909)
*B10. Significance: Theme Agricultural Roots, 1850-1965; Ice Production and Cold Storage, 1880s-1990s
Area Los Angeles Period of Significance 1909 Property Type Industrial Applicable Criteria N/A

The National Ice and Cold Storage, Inc. two-block complex located at 210 Center Street, and bounded by Commercial Street to the west, Jackson Street to the north, railroad tracks and the LA River to the east, and Banning Street to the south, was previously surveyed in 2014 for a Metro Operations Control Center Project and in again in 2016 for the Los Angeles' Office of Historic Resources (OHR) SurveyLA historical resources survey project. The 2014 evaluation evaluated only the northern portion of the complex, denoted as the "National Cold Storage extension" at 820 East Jackson Street, for the National Register of Historic Places (NRHP) and the California Register of Historic Resources (CRHR). The "extension" was assigned California Historical Resources Status Code of 6Z (found ineligible for NR, CR, or Local designation through survey evaluation). SurveyLA identified the National Ice and Cold Storage complex as potentially eligible for the NRHP, CRHR, and Local designation as a district, with a period of significance as 1909. These findings were published on November 1, 2017. As such, although the northernmost building of the National Ice and Cold Storage, Inc. complex at 820 Jackson Street appears to be ineligible for the NRHP and the CRHR, the whole complex has been identified through survey evaluation and because of this significance, may be considered a historical resource for the purposes of the California Environmental Quality Act (CEQA), using the criteria outlined in Section 15064.5(a)(2) of the CEQA Guideline. (See page 10, continuation sheet)

B11. Additional Resource Attributes: N/A.

*B12. References:

See page 14, continuation sheet.

B13. Remarks:

*B14. Evaluator: Margaret Roderick, ICF
*Date of Evaluation: November 2, 2017

(This space reserved for official comments.)



CONTINUATION SHEET

Page 3 of 15 *Resource Name or # National Ice and Cold Storage
*Recorded by: Margaret Roderick, ICF *Date 11/2/2017 Continuation

P3a. Description Continued:

Other buildings located along Center St include a small painted brick building, a metal and stucco low-pitched gabled warehouse, and a large brick building with a flat roof. A series of three, one- and two-story buildings are located east of the loading dock. A two-story building, used by the Southern California Poultry Co. in the 1950s, and two three-story concrete buildings are located alongside the railroad tracks at the eastern portion of the complex. The concrete buildings are windowless. The southern portion of the complex is unimproved.

B6. Construction History continued:

By 1906, according to a Sanborn Fire Insurance Map, the block bound by Banning St to the south, Center St to the west, Turner St (now E. Temple) to the north, and railroad tracks to the east, was completely built out and in use by the company. National Ice and Cold Storage remained at that location till 1962, when it expanded one block north. The property has undergone substantial alterations since the early 1900s. The information provided below will address the extant buildings that comprise the complex in 2017 with their construction dates, denote buildings from the historic era (pre-1924) that are no longer extant, with their known or approximate demolition years,. Figures and images will support the findings.

Figure 1 shows an aerial view of the complex as it appears in 2017, with the two buildings that pre-date 1924 highlighted in green (the one-story Condenser is located east of the two-story Engine Room). (See page 4, continuation sheet)

Figures 2-5 show streetscape views of the complex as it appears in 2017. (See pages 5-7, continuation sheet)

Figure 6 and Table 1 convey the extent of demolition that has occurred to buildings what were extant in 1924. (See pages 8-10, continuation sheet)

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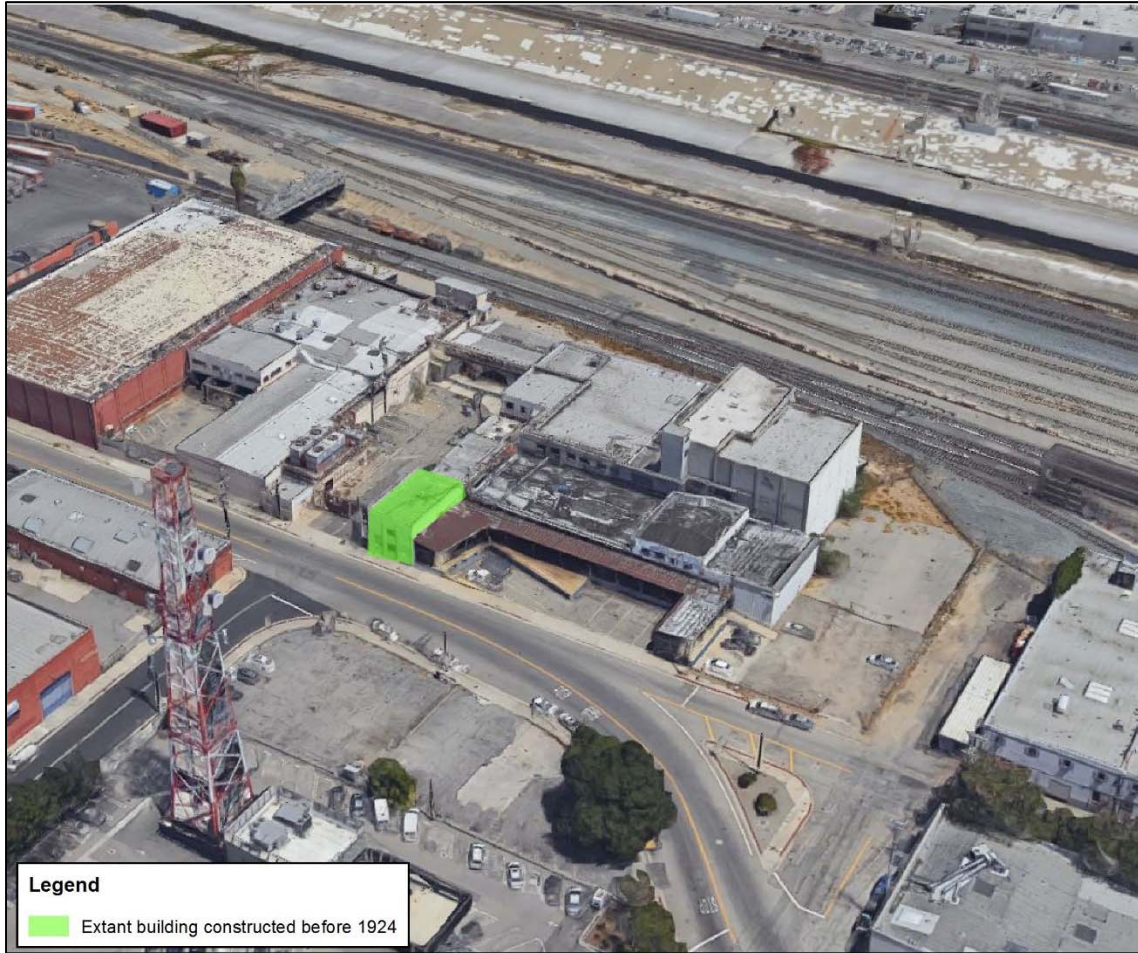


Figure 1: National Ice and Cold Storage Facility. View northeast. Google Maps, 2017.

Still Extant Buildings of the National Ice and Cold Storage facility, listed clockwise starting from upper right:

- Cold Storage, 1962 (LADBS Permit 1962LA04276)
- Southern California Poultry Co., 1952-1964 (historicaerials.com)
- Southern California Poultry Co., by 1948 (historicaerials.com)
- Cold Storage, 1956 (LADBS Permit 1956LA47924)
- Cold Storage, 1937-1940 (LADBS Permit 1937LA36600 and 1940LA04869)
- Cold Storage, 1935 (LADBS Permit 1935LA19782)
- Truck Loading Dock, by 1948 (historicaerials.com)
- Engine Room, by 1906 (Sanborn Fire Insurance Map) (altered)
- Condenser, by 1906 (Sanborn Fire Insurance Map) (altered)

CONTINUATION SHEET

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Figure 2: National Ice and Cold Storage Facility, primary elevation. View northeast. ICF, 2017.

Detail of the National Ice and Cold Storage facility buildings, listed from left to right:

- Engine Room, by 1906
- Truck Loading Dock, by 1948
- Cold Storage, 1935
- Cold Storage, 1956
- Cold Storage, 1937-1940

CONTINUATION SHEET

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Figure 3: National Ice and Cold Storage Facility, rear elevation. View northwest. ICF, 2017.
Detail of the National Ice and Cold Storage facility buildings, listed from left to right:

- Cold Storage, 1937-1940
- Cold Storage, 1956
- Southern California Poultry Co., by 1948



Figure 4: National Ice and Cold Storage Facility, primary elevation, detail of Engine Room.
View east. ICF, 2017. Detail of the National Ice and Cold Storage facility buildings:

- Engine Room, by 1906

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Figure 5: National Ice and Cold Storage Facility, primary elevation, detail of 1962 cold storage building. View southeast. ICF, 2017. Detail of the National Ice and Cold Storage facility buildings, listed from left to right:

- Cold Storage, 1962
- Southern California Poultry Co. additional buildings, by 1952-1964
- Engine Room, by 1906

CONTINUATION SHEET

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Figure 6: National Ice and Cold Storage facility, 1924. View northeast. Los Angeles Public Library Photo Collection.

Figure 6 shows the National Ice and Cold Storage facility in 1924 when it was near the peak of activity.

Various components of the complex have since been demolished as compared to Figure 1 (2017 view) and as itemized in table 1. Note also the gable roof on the Engine Room indicates a substantial alteration (in 1956) when compared to Figure 4.

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Table 1: No Longer Extant Buildings of the National Ice and Cold Storage facility

<i>Building Use</i>	<i>Address or location</i>	<i>Size (ft) (From Sanborn Fire Insurance Map, unless otherwise noted)</i>	<i>Year constructed (Source)</i>	<i>Year demolished (Source)</i>
Office	Corner of Banning St and Center St	39 x 33	By 1906 (Sanborn Fire Insurance Map)	1909, moved (LADBS Permit 1909LA03350)
Ice House	North of office; 210 Center S	125 x 50	By 1906 (Sanborn Fire Insurance Map)	c. 1934 (Sanborn Fire Insurance Map)
Freezing Tank Room	Along Center St; 210 Center St	78 x 50	By 1906 (Sanborn Fire Insurance Map)	1931-1934 (LADBS Demolition Permits 1931LA17228 & 1933LA16414 and Sanborn Fire Insurance Map)
Ice Machine	East of Freezing Tank room	25 x 25	By 1906 (Sanborn Fire Insurance Map)	1931-1934 (LADBS Demolition Permits 1931LA17228 & 1933LA16414 and Sanborn Fire Insurance Map)
Freezing Tank	South of Ice Machine and east of Freezing Tank room along Center; 210 Center Street	64 x 25	By 1906 (Sanborn Fire Insurance Map)	1931-1934 (LADBS Demolition Permits 1931LA17228 & 1933LA16414 and Sanborn Fire Insurance Map)
Ice House	East of Ice House along Center St; extends to railroad track	Irregular; 113 x 72 and 39 x 14; 8682 Sq Ft	By 1906 (Sanborn Fire Insurance Map)	1931-1934 (LADBS Demolition Permits 1931LA17228 & 1933LA16414 and Sanborn Fire Insurance Map)
Ice House	South of repair shop; center of block, bound by buildings on all sides	Irregular, c. 33 x 33	By 1906 (Sanborn Fire Insurance Map)	1931-1934 (LADBS Demolition Permits 1931LA17228 & 1933LA16414 and Sanborn Fire Insurance Map)
Stable (2)	northeast and southeast corners of block; alongside railroad	64 x 44 (southeast) and 58 x 42 (northeast)	By 1906 (Sanborn Fire Insurance Map)	Southeast stable by 1924 (historic photo); northeast stable by 1931-1934 (LADBS Demolition Permits 1931LA17228 & 1933LA16414 and

CONTINUATION SHEET

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<i>Building Use</i>	<i>Address or location</i>	<i>Size (ft) (From Sanborn Fire Insurance Map, unless otherwise noted)</i>	<i>Year constructed (Source)</i>	<i>Year demolished (Source)</i>
				Sanborn Fire Insurance Map)
Ice House	East side of block, centered between Banning St and Turner St (now East Temple) alongside railroad tracts	75 x 47	By 1906 (Sanborn Fire Insurance Map)	Southeast stable by 1924 (historic photo); northeast stable by 1931-1934 (LADBS Demolition Permits 1931LA17228 & 1933LA16414 and Sanborn Fire Insurance Map)
Wagon Shed & repair shop	Northeast corner of block; corner of Turner St (Now E. Temple) & Railroad tracks	Irregular	By 1906 (Sanborn Fire Insurance Map)	Southeast stable by 1924 (historic photo); northeast stable by 1931-1934 (LADBS Demolition Permits 1931LA17228 & 1933LA16414 and Sanborn Fire Insurance Map)
Building with Iron Chimneys	East of Condenser; along Turner St (now E. Temple)	55 x 22	By 1906 (Sanborn Fire Insurance Map)	Southeast stable by 1924 (historic photo); northeast stable by 1931-1934 (LADBS Demolition Permits 1931LA17228 & 1933LA16414 and Sanborn Fire Insurance Map)
Cold Storage	Corner of Banning St and Turner St; previous location of office	90 X 100; five story with basement (LADBS Permit 190904141)	1909 (LADBS Permit 190904141)	1981 ((LADBS Permit 1981LA25093)

B10. Significance (continued):

A site visit was conducted on September 27, 2017 to verify existing conditions of the resources located at 210 Center Street (and associated addresses including 820 East Jackson Street). The building complex appears unaltered since both the 2014 and 2016 evaluations. Research conducted through the Los Angeles Department of Building and Safety (LADBS) online permit archive, the Los Angeles Times archives and Sanborn Fire Insurance Maps (accessed through the Los Angeles Public Library (LAPL)), the LAPL’s historic photo

CONTINUATION SHEET

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collection, and historic aerials (historicaerials.com and aerialarchives.com) yielded a substantive construction history. National Ice and Cold Storage Co. was established in Los Angeles at Center and Banning Streets in 1892. Since 1892 the site has incurred alterations as ice production and cold storage technology and demand changed. Little remains from 1909: The 1909 five-story brick building was demolished in 1981, the engine room was substantially altered in 1956, and the buildings between the two along Center Street were demolished in the 1940s and their space converted into a truck loading dock. However, the property is still considered a potential historical resource pursuant to CEQA Section 15064.5(a)(2) of the CEQA Guidelines.

While National Ice and Cold Storage will be considered a CEQA historical resource, the property is evaluated below for the CRHR.

Context

National Ice and Cold Storage, bounded by Banning Street to the south, Center Street to the west, Jackson Street to the north, and railroad tracks to the east, was evaluated against the SurveyLA: Los Angeles Historic Resources Survey citywide historic context statement on Industrial Development, 1850-1980, drafted by LSA Associates, INC. and Chattel Architecture, Planning, and Preservation for the City of Los Angeles Department of City Planning, Office of Historic Resources in September 2017. A section of their context statement on Industrial Development is devoted to Cold Storage. The Cold Storage section is summarized below:

As throughout the United States, Los Angeles' cold storage history is rooted in the transition from rural to urban living where fresh food products required transportation over continually longer distances.¹ Prior to the development of large scale ice production, cold storage was limited to areas with colder climates. However, starting in the 1880s ice could be produced in ice houses and used for cold storage and the refrigeration of railcars. Raw food products were no longer limited to sale in local markets. An 1892 article, printed the same year that National Ice and Cold Storage opened facilities at Center and Banning Streets, in the *Los Angeles Times* boasted fully-ripe strawberries picked in California or Florida would remain fresh through transportation and sale in our markets. Soon produce distributors, such as those in the southern California citrus industry, became the largest consumers for cold storage space in Los Angeles. Due to the use of refrigerated railcars, ice and cold storage facilities were often located alongside railroad tracks, as was National Ice and Cold Storage. Ice production and cold storage facilities remained vital through World War I.

In the 1920s, new transportation and cooling measures prompted the expansion of the cold storage industry. Refrigerated trucks and railcars soon no longer required an abundance of ice to keep produce and other food fresh. New condensers used in cooling, for example, required less space and new storage facilities could be more compact and/or provide more space for storage. Indeed, by 1925 Los Angeles reigned the cold storage industry with more cubic feet of cold storage acre per capita than any other city in the United States. [Note Figure 6 photograph showing 1924 conditions on page 8 of 14.]

¹ As mentioned above, the context presented here is a summary of the "Cold Storage" section of the Industrial Development, 1850-1980 Context Statement drafted by LSA Associates, INC. and Chattel Architecture, Planning, and Preservation for the City of Los Angeles Department of City Planning, Office of Historic Resources in September 2017. Unpublished.

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As popularity increased for home refrigerators, the need for ice production decreased. Yet, cold storage facilities continued to play a vital role in the transportation and storage of food throughout the United States. World War II and Post-World War II saw the necessity and popularity for frozen food. The demand for frozen food supported the continued need for cold storage, in addition to produce, meat, and dairy products. The 1950s saw the development of new cold storage facilities in Los Angeles and the expansion of already existing ones. In addition, the 1960s saw an increase in frozen foods with the invention of the microwave. Since the 1960s, cold storage has continued to play a vital role in the economy of food. With advancements in technology, cold storage facilities are more efficient than ever.

National Ice and Cold Storage opened in 1892 in Los Angeles at the corner of Center and Banning Streets in Downtown alongside railroad tracks.² By 1906 the company's complex extended an entire city block and in 1907 *The Los Angeles Times* boasted it as "one of the largest and most complete of its kind in the whole Southwest territory."³ In 1909 a five-story brick building was constructed at the corner of Center and Banning Streets on what was previous an office for the company. The building's construction was reported in *The Los Angeles Times* as an immense sized, fireproof building with 750,000 cubic feet of storage.⁴ In addition, the new building was the "most modern in the world."⁵ National Ice and Cold Storage continued to expand and upgrade its facilities till the 1960s, when its last new cold storage building was constructed. Today National Ice and Cold Storage is no longer in operation.

Evaluation

The National Ice and Cold Storage complex corresponds to cold storage development in Los Angeles as well as within the United States. Beginning in the late 1800s, storage and production of ice allowed for the storage and transportation of perishable food products such as produce, meat, and dairy. National Ice and Cold Storage appears to have been used for produce and, later, eggs.⁶ For example, a five-story brick building, built in 1909, contained 750,000 cubic feet and was expected to hold 250,000 boxes of apples.⁷ In 1911 an advertisement for National Ice and Cold Storage Co. states that the company has "[c]old storage for Apples and all kinds of Perishable Commodities."⁸ Moreover, located adjacent to railroad track, National Ice and Cold Storage was poised to succeed as an ice and cold storage facility. As discussed in the context statement above, the construction of the five-story brick building in 1909 received press that called out the significance of the company and the construction of this large, modern building. However, the property lacks integrity from 1909, it's Period of Significance and is, therefore, unable to convey its significance as a major, ice and cold storage

² "National Ice and Cold Storage Company," *The Los Angeles Times* (May 11, 1907), 46.

³ Sanborn Fire Insurance Map (1906) and "National Ice and Cold Storage Company," *The Los Angeles Times* (May 11, 1907), 46.

⁴ "New Cold Storage Plant in Los Angeles: Now Being Erected, is of Immense Size and Most Modern in the World," *The Los Angeles Times* (August 22, 1909), 80.

⁵ "New Cold Storage Plant in Los Angeles: Now Being Erected, is of Immense Size and Most Modern in the World," *The Los Angeles Times* (August 22, 1909), 80.

⁶ Southern California Poultry operated at the facility by 1955 according to a 1955 Sanborn Fire Insurance Map.

⁷ "New Cold Storage Plant in Los Angeles: Now Being Erected, is of Immense Size and Most Modern in the World," *The Los Angeles Times* (August 22, 1909), 80.

⁸ Ad—"National Ice and Cold Storage Co.," *San Francisco Chronicle* (October 1, 1911), 44.

CONTINUATION SHEET

Page 13 of 15 *Resource Name or # National Ice and Cold Storage
*Recorded by: Margaret Roderick, ICF *Date 11/2/2017 Continuation

facility. Therefore, the National Ice and Cold Storage Co. complex in Los Angeles does not appear eligible for the CRHP under Criterion 1.

When National Ice Company incorporated in 1982, the company was operated by Nicholas Ohlandt, President, C.W. Buck, Vice President, William T. Jungbluth, Secretary, John Cashin and Joseph Martin, Superintendents. John Cashin was the local superintendent, managing the Los Angeles location and likely others in Southern California. John Cashin worked for the company until resigning in 1913. However, his son, J.O Cashin had entered the business and also worked as Superintendent of the Los Angeles branch. Both the father and the son appear to have been successful business men within the industry. Yet, neither appears to have made significant contributions to either the Ice or Cold Storage industries. No evidence suggests that Ohlandt, Buck, Jungbluth, or Martin are directly affiliated with the National Ice and Cold Storage complex located in Los Angeles on Center Street, although they do also appear to have been successful business men in the late 1800s and early 1900s.⁹ As such, the National Ice and Cold Storage Co. complex in Los Angeles does not appear eligible for the CRHP under Criterion 2.

The National Ice and Cold Storage complex located along Center Street in Los Angeles is an industrial complex consisting of variegated massing and elevations. Architecture is primarily non-distinct and the complex lacks traditional examples of warehouse architecture such as a saw-tooth warehouse. Buildings, constructed of brick or concrete, and some with stucco cladding, often lack windows. One brick two-story building located east of the loading dock appears to retain some integrity yet it is a commonplace example of its type, lacking brick detailing or a cornice (see Primary Record for photograph). A modest one-story brick building, located along Center Street just north of the intersection with E. Temple Street, appears to retain integrity and expresses Streamline Moderne elements such as a roman brick-work wainscot, curved walls at the windows, and original metal sash awning windows (see Figure 14). The 1909 five-story brick building located at the corner of Center and Banning Streets, which may have provided architectural distinction, is no longer extant. The extant buildings, however, do not embody the distinctive characteristics of a type, period, or method of construction, nor do they appear to be the work of master architects, engineers, or builders. Rather, the buildings that form the National Ice and Cold Storage complex are vernacular and commonplace; they lack key industrial features such as saw-tooth roofs or pent roofs. Therefore, the National Ice and Cold Storage Co. complex in Los Angeles does not appear eligible for the CRHP under Criterion 3.

The National Ice and Cold Storage complex located along Center Street in Los Angeles has not and is unlikely to yield information significant in our pre-history or history. The site has been developed and redeveloped since its initial founding in 1892. Moreover, not only have the specific use of the site changed over time—from ice storage and manufacturing, to ice manufacturing and cold storage, to cold storage—but technologies for

⁹ Ohlandt passed away in 1917, Buck in 1923, Jungbluth in 1895, Cashin Sr in 1914, and Martin in 1921, and all were involved in other business ventures. See, “Gets 500,000,” *Los Angeles Herald* (April 30, 1917), 2; “John A. Buck, Prominent in Business, Dies,” *Sausalito News* (April 7, 1923), Front Page; Anne Bloomfield, *Ohlandt Newlyweds House*, National Register of Historic Places nomination form (listed 8/19/1994), 8.5; James Miller Guinn, *A History of California and an Extended History of Los Angeles and Environs: Also Containing Biographies of Well-Known Citizens of the Past and Present, Volume 2* (Historic Record Company, 1915), 145; and “Joseph Martin, “Ice King,” Dead,” *Santa Cruz Evening News* (June 6, 1921), 3.

CONTINUATION SHEET

Page 14 of 15 *Resource Name or # National Ice and Cold Storage
*Recorded by: Margaret Roderick, ICF *Date 11/2/2017 Continuation

refrigeration have changed dramatically since the late-1880s and early 1900s. As such, the National Ice and Cold Storage complex is unlikely to retain any old technologies related to the industry that could provide significant information to our history. Therefore, the National Ice and Cold Storage Co. complex in Los Angeles does not appear eligible for the CRHP under Criterion 4.

Based on the 1909 Period of Significance given by SurveyLA, National Ice and Cold Storage does not retain integrity of setting, design, materials, workmanship, feeling, or association. It only retains integrity of location.

B12. References (Continued):

“Apartments in Every Section: Close-in Lots too Valuable for Residences; Income-Producing Buildings Fill Real Need; Commercial Structures Show Growth of City.” *The Los Angeles Times*. July 17, 1910.

Bloomfield, Anne. *Ohlandt Newlyweds House*. National Register of Historic Places nomination form (listed 8/19/1994).

“Gets 500,000,” *Los Angeles Herald* (April 30, 1917)

Guinn, James Miller. *A History of California and an Extended History of Los Angeles and Environs: Also Containing Biographies of Well-Known Citizens of the Past and Present, Volume 2*. Historic Record Company, 1915.

Historicaerials.com

“Huge Storage Plant: Five-Story Building for National ice Company at Center and Banning Nearly Completed.” *The Los Angeles Times*. December 12, 1909.

“John A. Buck, Prominent in Business, Dies,” *Sausalito News* (April 7, 1923).

“Joseph Martin, “Ice King,” Dead,” *Santa Cruz Evening News* (June 6, 1921).

Los Angeles Department of Building and Safety, online building permits

Los Angeles Public Library Photo Collection

LSA Associates, INC. and Chattel Architecture, Planning, and Preservation. “Los Angeles Citywide Historic Context Statement: Industrial Development, 1850-1980.” Unpublished draft, prepared for City of Los Angeles, Department of City Planning, Office of Historic Resources. September 2017.

“National Ice and Cold Storage Company.” *The Los Angeles Times*. May 11, 1907.

“New Cold Storage Plant in Los Angeles: Now Being Erected, is of Immense Size and Most Modern in the World.” *The Los Angeles Times*. August 22, 1909.

CONTINUATION SHEET

Page 15 of 15 *Resource Name or # National Ice and Cold Storage

*Recorded by: Margaret Roderick, ICF *Date 11/2/2017 Continuation

Sanborn Fire Insurance Maps (1906 & 1951)

University of Southern California Digital Collections

Pankey, Marilyn R. "San Francisco County Biographies: Joseph Martin." *Ancestry.com*. 2006.
<http://freepages.genealogy.rootsweb.ancestry.com/~npmelton/sfbmart3.htm> (accessed 11/2/2017)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code

Reviewer

Date

Page 1 of 2

*Resource Name or #: 820 East Jackson Street

P1. Other Identifier: National Cold Storage extension

***P2. Location:** Not for Publication Unrestricted

***a. County:** Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Los Angeles

Date: 2012 T ; R ; ¼ of ¼ of Sec ; B.M.

c. Address: 820 E. Jackson Street

City: Los Angeles, CA

Zip: 90012

d. UTM: Zone: 11; 386387 mE/ 3768453 mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 275 feet
Southeast corner of Center Street and Jackson Street. Assessor's Parcel Number 5173-022-002.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This resource is a brick cold storage building built circa 1962. The building is roughly two stories high with a rectangular plan approximately 12 bays long by eight bays wide. The exterior walls are brick with brick pilasters between each bay. The east and west exterior walls have no fenestration. The north wall has a wide garage door on the eastern end of the building with a sign above that reads "National Cold Storage." The south wall is connected to other buildings associated with the National Cold Storage plant that extends beyond East Temple Street.

***P3b. Resource Attributes:** (List attributes and codes) HP8—Industrial building.

***P4. Resources Present:** Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo: (View, date, accession #) 820 E. Jackson Street, from Jackson Street, View Southwest. IMG_1403.JPG

***P6. Date Constructed/Age and Sources:** Historic
 Prehistoric Both
c. 1962

***P7. Owner and Address:**
Unknown.

***P8. Recorded by:** (Name, affiliation, and address)
M.K. Meiser, M.A.
Marc A. Beherec, Ph.D., RPA
AECOM
515 S. Flower St., 8th Floor
Los Angeles, CA 90071

***P9. Date Recorded:** August 7, 2014.

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")

Marc A. Beherec, M.K. Meiser, Linda Kry, and Angela H. Keller. 2014. Cultural Resources Assessment for the Metro Operations Control Center Project, Los Angeles, California. Los Angeles: AECOM.

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

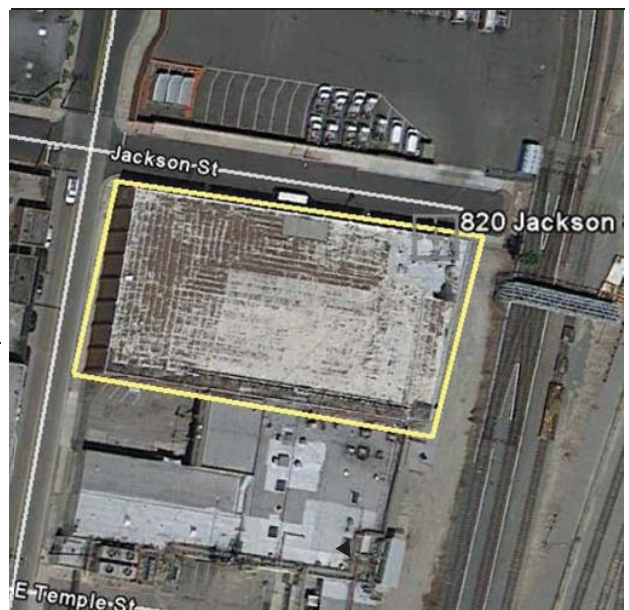
Page 2 of 2

*NRHP Status Code 6Z

*Resource Name or # (Assigned by recorder)_ 820 E. Jackson Street

- B1. Historic Name:** National Cold Storage (extension).
- B2. Common Name:**
- B3. Original Use:** Cold storage.
- B4. Present Use:** Vacant.
- *B5. Architectural Style:** Industrial.
- *B6. Construction History:** (Construction date, alterations, and date of alterations)
Exact construction history is unknown. Los Angeles County Office of the Assessor lists four improvements to this parcel with effective year built dates between 1943, 1954, 1954, and 1962. This building appears to be Improvement 2, a 36,196 sq. ft. building, which the Assessor gives an effective year built date of 1962.
- *B7. Moved?** No Yes Unknown **Date:** **Original Location:**
- *B8. Related Features:** Other buildings and structures associated with National Cold Storage, Inc., are connected to the south of the building, continuing south to Banning Street. These are outside our Area of Potential Impact and were fenced-in and not accessible at the time of the survey.
- B9a. Architect:** Unknown. **B9b. Builder:** Unknown.
- *B10. Significance: Theme** Industrial **Area** City of Los Angeles
Period of Significance c. 1962 **Property Type** Industrial **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
National Cold Storage, Inc. was a cold storage and distribution facility, previously known as the National Ice and Cold Storage Company, which was founded circa 1880. The original National Ice and Cold Storage Company was located to the south of Temple (then Turner) Street until it expanded north circa 1950. The cold storage brick building is associated with the 1950s expansion of the facility. The building is an industrial structure that supported the functions of the facility, but was a later addition to the original plant, and does not have a level of significance to meet NRHP Criterion A or CRHR Criterion 1. The National Ice and Cold Storage Company was founded in the late 19th century, and this building has no known associations with important historical figures; therefore, it does not meet NRHP Criterion B or CRHR Criterion 2. The building is a particular type of building that serves the cold storage function of the facility, but is industrial in design and is not a unique example of the type. It does not represent the work of a master or any unique materials or workmanship; therefore, it does not meet NRHP Criterion C or CRHR Criterion 3. The building is a mid-20th century standing structure and does not have the potential to yield important archaeological information; therefore, it does not meet NRHP Criterion D or CRHR Criterion 4. This building is not eligible for the NRHP or CRHR.
- B11. Additional Resource Attributes:** (List attributes and codes)
- *B12. References:**
Los Angeles County, Office of the Assessor. 2011. Property Information, Assessor's ID No. 5173-022-002. Available online: <http://maps.assessor.lacounty.gov/mapping/viewer.asp>
Accessed August 7, 2014.
- B13. Remarks:**
- *B14. Evaluator:** M.K. Meiser, M.A.
***Date of Evaluation:** August 7, 2014.

(This space reserved for official comments.)



Name: National Cold Storage



Description:

Cold storage plant located at 210 N Center St. The plant was constructed in phases over time, and today comprises multiple attached volumes dating from various periods. The plant includes a five-story concrete volume, and multiple additional volumes in brick and metal. Features include steel-frame windows, metal doors, and a large loading dock sheltered by a corrugated metal awning. At the time of the survey, the property appeared to be vacant.

Significance:

Excellent and rare example of an early-20th century cold storage building in Los Angeles' primary industrial district. National Ice & Cold Storage Co. was established on this site in 1892, and expanded their original location in 1909, adding a large five-story concrete building to the existing plant. With the expansion, the plant covered an entire block along the railroad trackage of the Los Angeles River. The new building was state of the art and used the latest cold storage technology. The plant provided 700,000 cubic feet of floor space, making it one of the largest of its kind in the West.



Context 1:

Context:	Industrial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Agricultural Roots, 1850-1965
Sub theme:	From Farm to Market, 1900-1960
Property type:	Industrial
Property sub type:	Cold Storage Warehouse
Criteria:	A/1/1
Status code:	3S;3CS;5S3
Reason:	Excellent and rare example of an early-20th century cold storage building in Los Angeles' primary industrial district.

FIRST STREET BRIDGE OVER THE LOS ANGELES RIVER

Update DPR (2017)

Attachments

Caltrans Historic Bridge Inventory

Records Search: DPR (1994) & Update DPRs (2009 & 2011)

CONTINUATION SHEET

Page 1 of 2 *Property Name: 1st Street Viaduct; 1st Street Bridge

*Recorded by Margaret Roderick, ICF *Date September 29, 2017 *Update

Address: (location): Spanning the Los Angeles River from approximately Mission Road at the east to Vignes Street at the west.

Bridge number: 53C 1166

Present Use: Vehicular and narrow gauge rail bridge

Historic Name: 1st Street Viaduct

Current Owner: City of Los Angeles Department of Public Works
Bureau of Engineering
Real Estate Group
1149 S. Broadway, Suite 610
Los Angeles, CA 90015-2213

B10. Significance Updated:

According to the California Historical Resource Inventory (CHRIS), the 1st Street Viaduct over the Los Angeles River was previously determined eligible for inclusion in the National Register of Historic Places (NRHP) in 1982 via the U.S. Department of Transportation (DOE-19-86-0071-0000). In 1986, the viaduct was also determined eligible for inclusion in the NRHP under Criterion C as a result of the Caltrans Historic Bridge Survey (HBS). Moreover, the viaduct was declared Los Angeles Historic Cultural Monument (HCM) #909 on January 30, 2008.

In 2011, the 1st Street Viaduct's span was widened 26.3 feet along its north elevation and the railings strengthened by the City of Los Angeles Bureau of Engineering, to accommodate the Eastside Light Rail Transit Extension of the Los Angeles Metro Gold Line, in cooperation with the Federal Highway Administration (FHWA), Caltrans, and Metro.

A site visit was conducted on September 27, 2017, to verify existing conditions of the resource located at 1st Street between Mission Road and Vignes Street. Several alterations evidence the bridge's 26.3 foot northern expansion: the substructure below the bridge, the addition of a narrow gage rail line running down the middle, and the including of plastic light fixtures atop the bridge. The substructure that supports the 26.3 foot widening appears to have used similar materials and methods of construction as was used for the original 1929 bridge in a manner keeping with the Secretary of the Interior's Standards for the Treatment of Historic properties. The new piers along the north elevation, where the widening took place, mirror the original piers along the south elevation of the bridge. All light fixtures along the bridge have been replaced with plastic replicas, which is likely to correspond to the 2011 bridge widening. The 1st Street Bridge retains sufficient integrity to convey its significance. Because it is HCM #909 as a local historical resource, the bridge is a historical resource under CEQA pursuant to section 15065 (a)(2) of the CEQA Guidelines.

Survey Type: Intensive level survey

CONTINUATION SHEET

Page 2 of 2 *Property Name: 1st Street Viaduct; 1st Street Bridge

*Recorded by Margaret Roderick, ICF *Date September 29, 2017 *Update

Report Citation: Metro Division 20 Turnaround Facility: Cultural Resources Memorandum.



Photo 1.



Photo 2.



Photo 3.

Photo 1. 1st Street Viaduct, camera facing east. ICF, September 27, 2017.

Photo 2. 1st Street Viaduct, north elevation, detail of reconstructed decorative pier, camera facing south. ICF, September 27, 2017.

Photo 3. 1st Street Viaduct, detail showing substructure of the original 1929 bridge (L) alongside the 2011 widening (R), camera facing west. ICF, September 27, 2017.



Historical Significance - Local Agency Bridges

District 07

Los Angeles County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
53C1138	LOS ANGELES RIVER	0.7 MI S/O US 101	5. Bridge not eligible for NRHP	1951	1967
53C1139	TUJUNGA WASH	AT COLDWATER CANYON AVE	5. Bridge not eligible for NRHP	1951	1967
53C1142	HAINES CANYON CHANNEL	AT COMMERCE AVE	5. Bridge not eligible for NRHP	1938	
53C1144	LOS ANGELES RIVER	0.3 MI N. VICTORY BLVD	5. Bridge not eligible for NRHP	1957	2006
53C1145	LIMEKILM CHANNEL	0.2 MI N NORDOFF ST	5. Bridge not eligible for NRHP	1964	
53C1146	LIMKILN CHANNEL	0.05 M S/O LASSEN ST	5. Bridge not eligible for NRHP	1966	
53C1147	SEPULVEDA CHANNEL	0.35 MI SW FWY405	5. Bridge not eligible for NRHP	1951	
53C1149	212TH STREET DRAIN	212TH STREET	5. Bridge not eligible for NRHP	1959	
53C1150	BROWNS CANYON WASH	0.3 MI S PARTHENIA ST	5. Bridge not eligible for NRHP	1972	
53C1151	LOS ANGELES RIVER	0.2 MI N VANOWEN ST	5. Bridge not eligible for NRHP	1958	2002
53C1152	PACOIMA DIVERSION CHNL (ARLETA AVE)	30 M E. OF DEVONSHIRE ST	5. Bridge not eligible for NRHP	1952	1969
53C1153	SANTA SUSANA CREEK	50' W VALLEY CIRCLE BLVD	5. Bridge not eligible for NRHP	1967	
53C1157	SANTA MONICA CANYON CHANNEL	0.1 MI NORTH ESPARTA WAY	5. Bridge not eligible for NRHP	1962	
53C1159	SANTA MONICA CANYON CHANNEL	W CHNNL RD & 0.4 M NE PCH	5. Bridge not eligible for NRHP	1952	
53C1161	CALABASAS CREEK	0.35 M N/O BURBANK BLVD	5. Bridge not eligible for NRHP	1961	
53C1162	DAYTON CREEK	AT SATICOY ST	5. Bridge not eligible for NRHP	1964	
53C1163	BELL CREEK	0.3 MI N/O VANOWEN AVE	5. Bridge not eligible for NRHP	1963	
53C1164	FERN DELL CREEK	0.7 MI N HOLLYWOOD BLVD	5. Bridge not eligible for NRHP	1923	
53C1165	FIGUEROA STREET POC	BETWEEN 4TH ST & 5TH ST	5. Bridge not eligible for NRHP	1977	
53C1166	FIRST ST BOH	0.5 MI W/O FWY 101	2. Bridge is eligible for NRHP	1929	2011
53C1167	FLETCHER DRIVE UP	0.15 M SW SAN FERNANDO RD	5. Bridge not eligible for NRHP	1962	
53C1168	FLOWER STREET POC	BETWEEN 3RD ST & 4TH ST	5. Bridge not eligible for NRHP	1976	
53C1170	4TH STREET RAMP 'A' OC	AT FLOWER STREET	5. Bridge not eligible for NRHP	1972	
53C1171	4TH STREET ACCESS RAMP	E/O HOPE ST	5. Bridge not eligible for NRHP	1972	
53C1172	4TH STREET RAMP 'C' OC	AT FLOWER STREET	5. Bridge not eligible for NRHP	1972	
53C1173	4TH STREET RAMP 'D' OC	AT FLOWER STREET	5. Bridge not eligible for NRHP	1972	
53C1175	E. CANYON CHANNEL (FOX ST)	BETWEN RTE 5 & SHARP AVE	5. Bridge not eligible for NRHP	1967	
53C1176	LOS ANGELES RIVER	VLYHT DR N & VLYHT DR S	5. Bridge not eligible for NRHP	1951	2004
53C1177	SANTA SUSANA CREEK	W VALLEY CIRCLE BLVD	5. Bridge not eligible for NRHP	1971	
53C1179	WAVERLEY DRIVE OC	0.15 SW/O FWY 5	2. Bridge is eligible for NRHP	1927	
53C1181	TUJUNGA WASH	0.19 MI N OF TRUESDALE	5. Bridge not eligible for NRHP	1953	2009
53C1182	GLENOAKS CULVERT	0.2 MI N OF TRUESDALE	5. Bridge not eligible for NRHP	1952	
53C1183	BURBANK WEST CHNL (GLENOAKS)	ROSCOE BLVD	5. Bridge not eligible for NRHP	1962	
53C1184	GRAND AVENUE VIADUCT	AT 4TH ST. KOSCIUSZKO WA	5. Bridge not eligible for NRHP	1975	1996
53C1188	GRANDE VISTA AVENUE (UP RR) UP	0.1 M N/O WASHINGTON BLVD	4. Historical Significance not determined	1927	
53C1190	E. CANYON CHANNEL (HAGAR ST)	650' W LAUREL CANYON BLVD	5. Bridge not eligible for NRHP	1967	
53C1196	BALLONA CREEK	VENICE BL/WASHINGTON BL	5. Bridge not eligible for NRHP	1974	
53C1199	ENCINO CHANNEL	BTW BURBANK BL/ 101 FWY	5. Bridge not eligible for NRHP	1974	
53C1202	HILL STREET POC	BETW 11TH ST & 12TH ST	5. Bridge not eligible for NRHP	1969	
53C1203	HILL STREET OC	AT CESAR CHAVES AVENUE	5. Bridge not eligible for NRHP	1959	
53C1205	HAINES CANYON CHANNEL	100'W ORO VISTA AVE	5. Bridge not eligible for NRHP	1936	
53C1207	BURBANK WEST CHNL (HOLLYWOOD WY)	0.05 MI NORTH OF I-5	5. Bridge not eligible for NRHP	1962	
53C1208	HOPE STREET PUC	150' S/O 3RD ST	5. Bridge not eligible for NRHP	1976	

PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation
Office of Historic Preservation

Primary # _____
HRI # 161915, 115005
Trinomial _____
NRHP Status Code 2S2

Page 1 of 2 Other Listings _____
Review Code _____ Reviewer _____ Date _____

P1. Resource Identifier: 1994/LAn/1st/LA River Bridge #53S-1166, First St. Viaduct

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 900-1100 Blocks of East 1st Street

City Los Angeles Zip _____

b. UTM: USGS Quad Los Angeles (7.5'/15') Date _____; Zone 11 386624 mE/ 3768001 mN

c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)

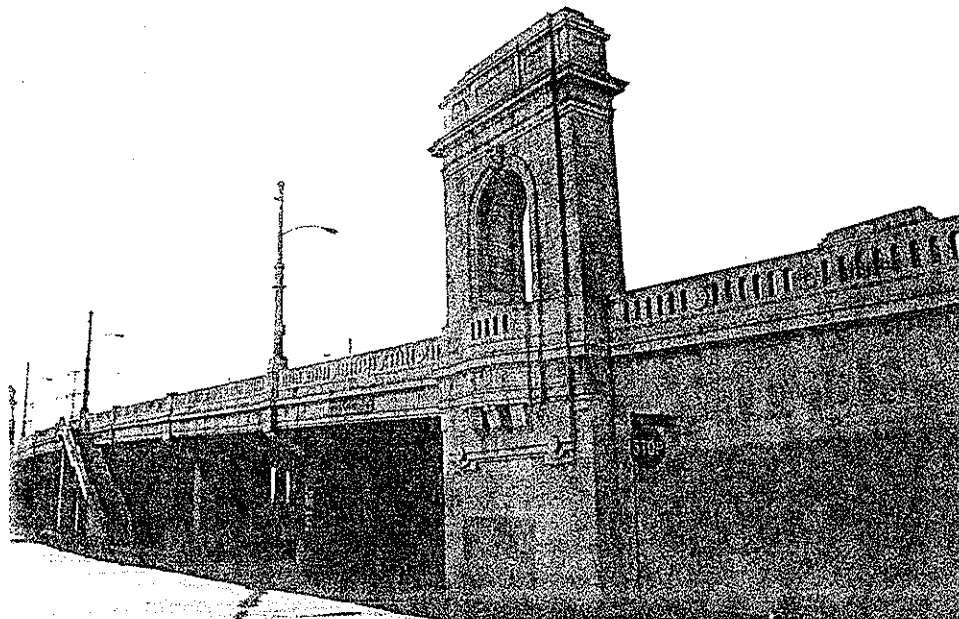
Project APE Map 2, Site 2. East First Street as it crosses the Los Angeles River.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

[The following description is excerpted from the Caltrans Historic Bridge Inventory.] The First Street Viaduct is a reinforced concrete bridge designed in the Neo-Classical style of architecture. It features a 125 foot open spandrel main span supported by 4 ribbed arches. The 71 foot wide bridge traverses the 1300 feet of Los Angeles River and Santa Fe Railway in 28 spans. Large triumphal arches rise above the river piers, behind which are projecting balconies with benches. The railings are simple arches, but the Neo-Classical detail extends to the entablature pattern on the fascia girders and to the bracketing for the sidewalk. It is unaltered.

P4. Resources Present: Building Structure Object Site Element of District District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:
 Prehistoric Historic Both
1927-28 Factual

P7. Owner and Address:
City of Los Angeles

P8. Recorded by: (Name, affiliation, and address) Richard Starzak
Myra L. Frank & Assoc., Inc.
811 W. 7th Street, Suite 800
Los Angeles, CA 90017

Date Recorded: 03/31/1994

P10. Type of Survey: Intensive
 Reconnaissance Other

Describe: METRO Red Line East
Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" _____

Attachments: NONE Location Map Continuation Sheet Building, Structure and Object Record Linear Resource Record
 Archaeological Record District Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other: (List) _____

BUILDING, STRUCTURE, AND OBJECT RECORD 19 - 150195

CALIFORNIA Department of Parks and Recreation
Office of Historic Preservation

Resource Identifier: 1994/LAn/1st/LA River
Primary # _____
HRI # _____

Page 2 of 2

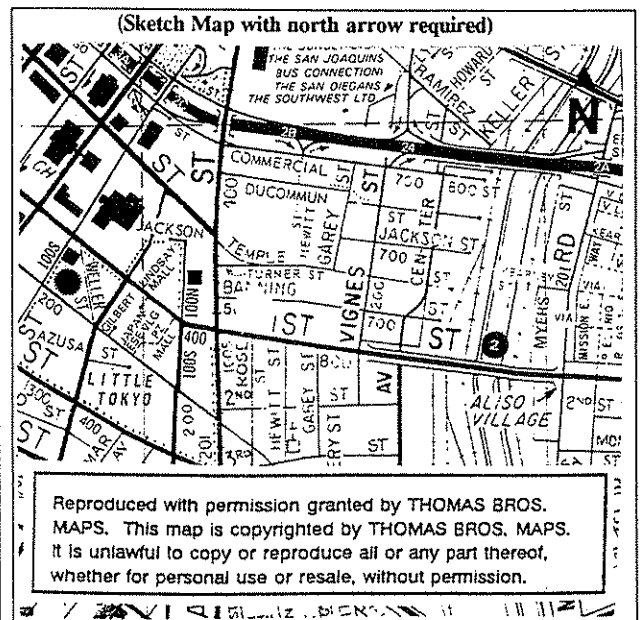
- B1. Address: 900-1100 Blocks of East 1st Street
 City: Los Angeles County: Los Angeles Zip: _____
 B2. Historic Name: First Street Viaduct B3. Common Name: First Street Viaduct
 B4. Zoning: _____ B5. Threats: Project Related
 B6. Architectural Style: Neo-Classical
 B7. Alterations and Date(s): Virtually unaltered.
 B8. Moved? No Yes Unknown Date: _____ Original Location: _____
 B9. Related Features:

- B10. Architect: Butler, Merrill (Engineer) Builder: North Pacific Const. Co.; Mittray Bros.
 B11. Historic Attributes: (List attributes and codes) HP19. Bridge
 B12. Significance: Theme Civic Architecture Area Los Angeles
 Period of Significance 1914-1929 Property Type Neoclassical Bridge Applicable Criteria C
 (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The First Street Viaduct was determined eligible for inclusion in the National Register of Historic Places in 1986 as a result of the Caltrans Historic Bridge Survey. The Caltrans survey indicated that the First Street Viaduct has retained an excellent degree of integrity and is a major example of a significant designer, Merrill Butler. The construction contract was awarded to the North Pacific construction Company in September, 1927 and the bridge was opened to traffic on January 1, 1929.

- B13. Evaluator: Steve Mikesell
 B14. Date of Evaluation: 4/4/1986
 B15. Sources:
 CALTRANS Historic Bridge Inventory, 1987.
 Bridge #1166, Category 53 C.
 Los Angeles Times, "New Street Span Opens to Travel." January 2, 1929.
 Part II, Page 7.

(This space reserved for official comments.)



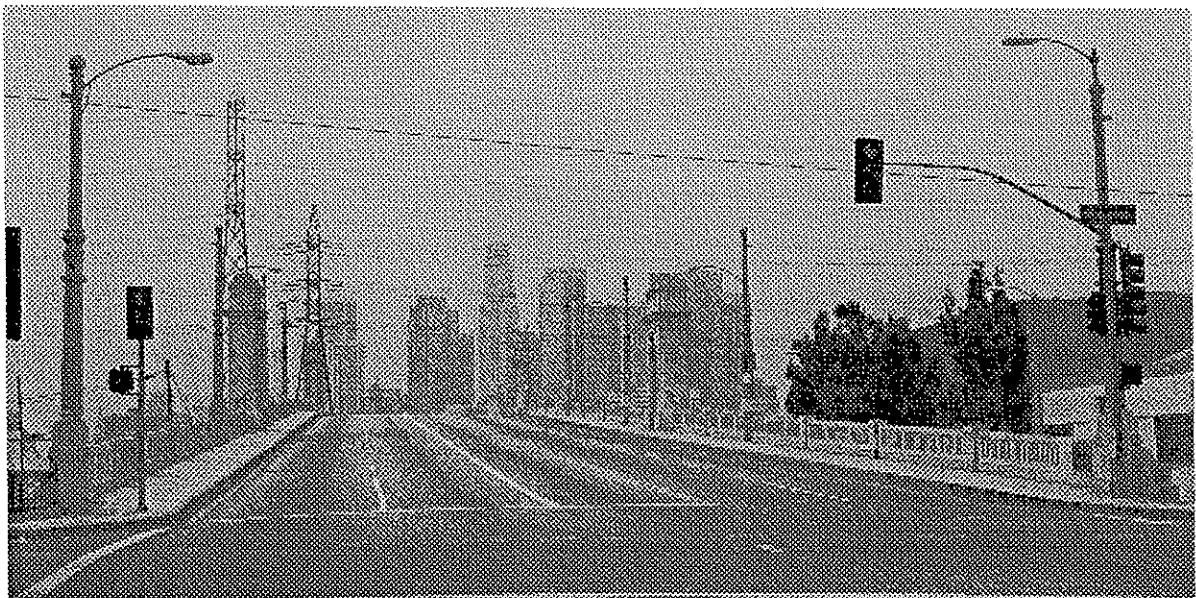
Page 1 of 2 *Resource Name or # (Assigned by recorder) 5
*Recorded by: Dana Slawson, Greenwood and Associates *Date 05-21-01 Continuation Update

The 1st Street Viaduct, located on the 900-1100 Blocks of East 1st Street, Los Angeles, was determined eligible for National Register listing in 1986 under Criterion C (NRHP Status Code 2S2). Since that determination, the property has not been altered in any significant way, its setting is not substantially changed, new information concerning historical associations has not been uncovered, and the stock of comparable properties has not diminished appreciably. A reassessment of its National Register status is not appropriate at this time.

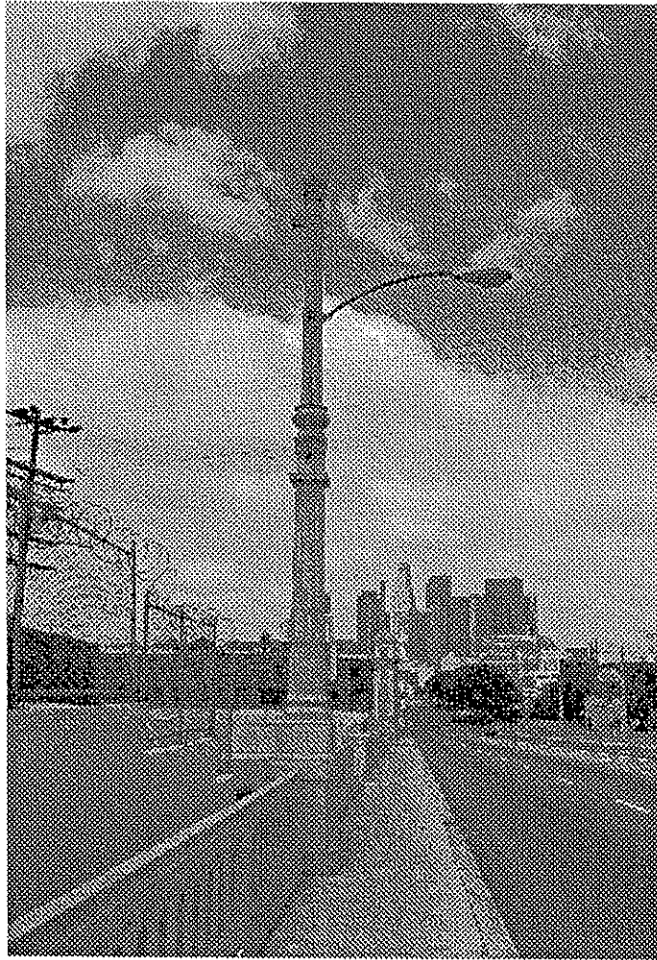
Sources: Myra L. Frank & Assoc., *Section 106 Documentation for the Metro Rail Red Line East Extension*. 1994.



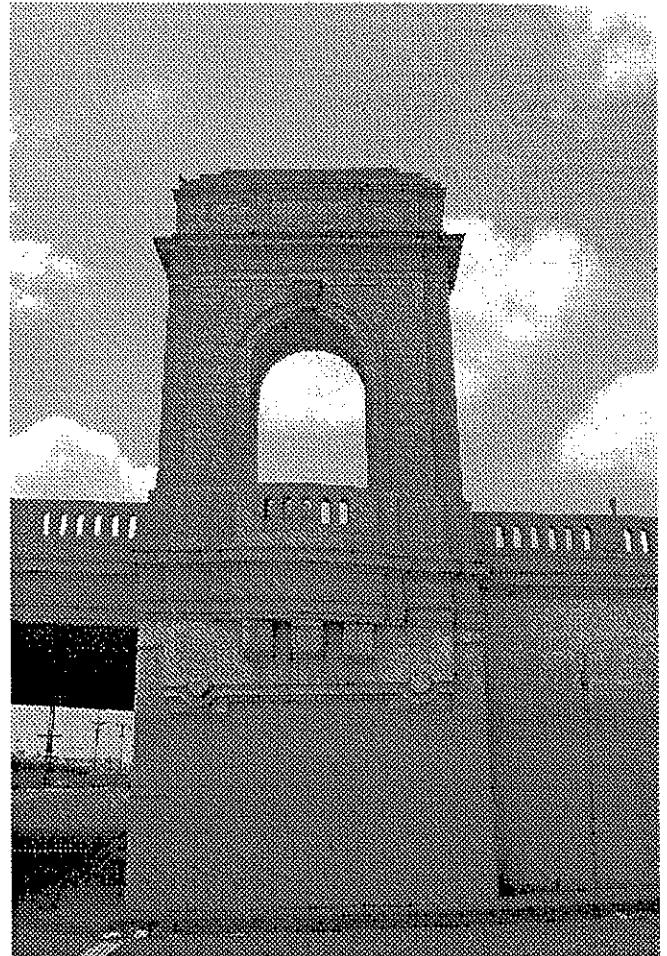
1st Street Viaduct, looking northwest.



1st Street Viaduct, looking west.



1st Street Viaduct, typical lamppost, looking west.



1st Street Viaduct, arch detail, looking south.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 252

Other Listings City of Los Angeles Historic-Cultural Monument # 909, HAER CA-175
Review Code Reviewer Date

Page 1 of 2

*Resource Name or #: 1st Street Viaduct (No. 9R-7)

P1. Other Identifier: 1st Street Viaduct, Bridge Number 53C-1166*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: Los Angeles Date: 1966 (photo revised 1981 and 1994) T 1S; R 13W; unsectioned; S.B.B.M.

c. Address:

City: Los Angeles

Zip: 90012

d. UTM: Zone: 11 ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation:

The 1st Street Viaduct is between Vignes Street and Mission Road.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The 1st Street Viaduct was described in 2001:

The bridge is a reinforced concrete arch structure designed in the Neo-Classical style of architecture. It features a 125 foot open spandrel main span supported by four ribbed arches. The 71 foot wide bridge traverses the 1300 feet of Los Angeles River and Santa Fe Railway in 28 spans. Large triumphal arches rise above the river piers, behind which are projecting balconies with benches. The railings are simple arches, but the Neo-Classical detail extends to the entablature pattern of the fascia girders and to the bracketing for the sidewalks (Richard Starzak, Myra L. Frank & Associates, Inc. DPR 523 form, "1994/LAn/1st/ LA River," September 2001).

It is one of 12 significant bridges/viaducts that cross the Los Angeles River. Designed by Merrill Butler, the engineer of bridges for the City of Los Angeles in the 1920s, the bridge opened to traffic January 1, 1929. The resource was surveyed as part of the Caltrans Historic Bridge Survey in 1985, and was determined eligible for listing in the National Register under Criteria C (2001). Since that description was prepared, the bridge was significantly altered in a project that is nearly complete. The Viaduct was declared an Historic-Cultural Monument (#909) by the City of Los Angeles in 2008. Despite recent alterations which included widening, addition of light rail lanes and catenary poles, the Viaduct retains requisite integrity and remains an historic property.

*P3b. Resource Attributes: (List attributes and codes) HP11 (Engineering structure); HP19 (Bridge)

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo: (View, date, accession #) View east, December 21, 2009, IMG 259.jpg

*P6. Date Constructed/Age and Sources:

 Historic Prehistoric Both

1929, Caltrans Historic Bridge Inventory

*P8. Recorded by: (Name, affiliation, and address)

F. Smith
SWCA Environmental Consultants
625 Fair Oaks Avenue, Suite 190
South Pasadena, CA 91030

*P9. Date Recorded: December 21, 2009

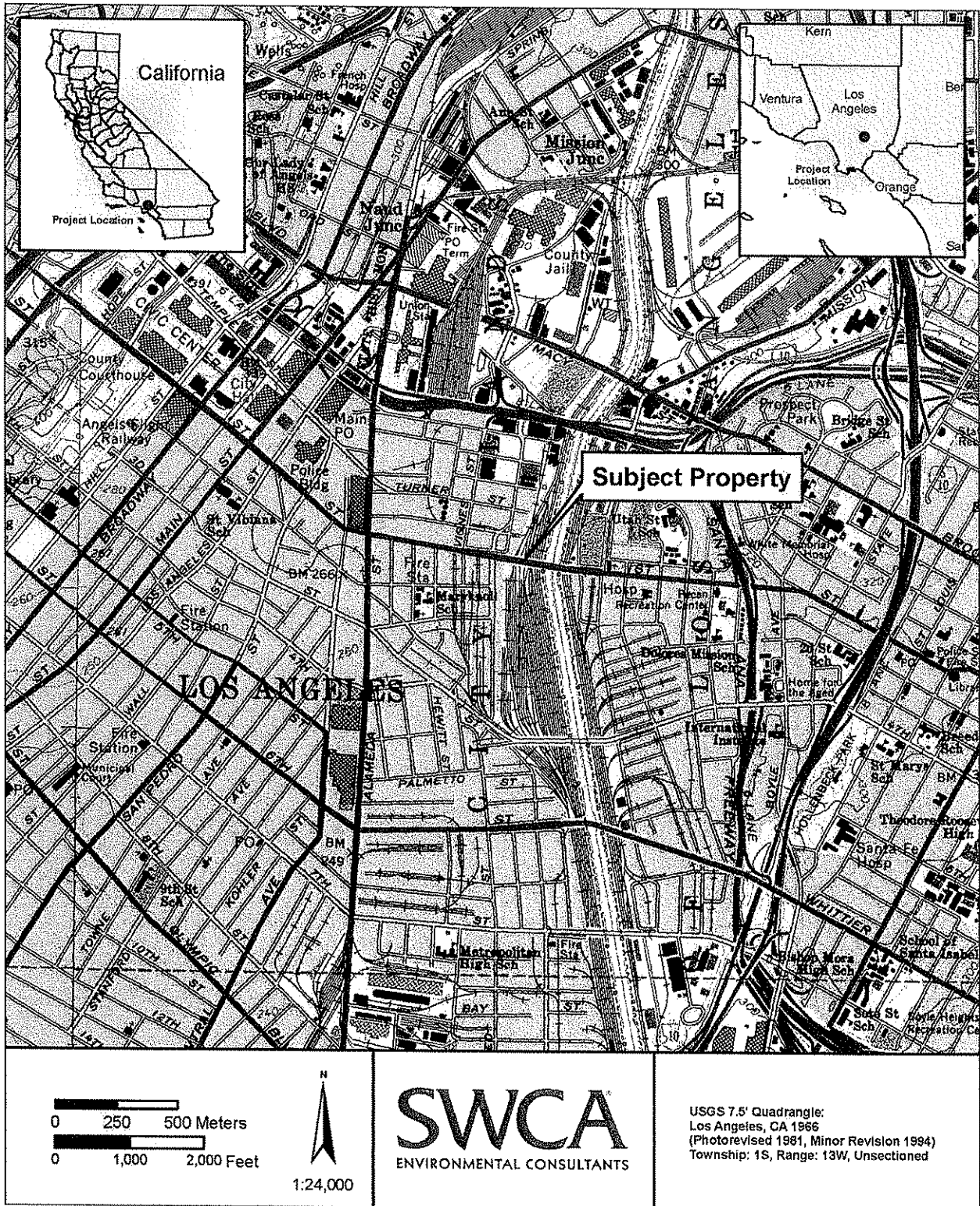
*P10. Survey Type: (Describe) Intensive

*P11. Report Citation: (Cite survey report and

other sources, or enter "none.")

Built Environment Resources Technical Report, Regional Connector Transit Corridor Project, Los Angeles County, California
(SWCA Environmental Consultants 2010)

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):



Pedestrian Evaluation

UTM: Zone 11: 386351 m/e: 3768175 m/N: USGS Los Angeles Quad 7.5min. 1:24,000

Description:

The 1st Street Viaduct is one of twelve significant bridges across the Los Angeles River.

Status Code 5S1, 2S2

LAHCM #909

It was determined eligible for listing in the NRHP from the U.S. Department of Transportation in 1982. DOE-19-86-0071-0000. (CHRIS Report LA-8252).

The west end of the 1st Street Viaduct crosses over the proposed ground-level improvements to the Division 20 rail yard that is within the APE of the Westside Subway Extension Project.

There are no proposed changes/alterations/physical effects to the 1st Street Viaduct as part of the Westside Subway Extension Project that will alter its ability to convey its historic significance.

Cogstone. 2011. *Westside Subway Extension Historic Properties Supplemental Survey Report*.

*Recorded by: Pam Daly, Cogstone Resource Management *Date: July 2011 Continuation Update

FOURTH STREET BRIDGE OVER THE LOS ANGELES RIVER

Update DPR (2017)

Attachments

Caltrans Historic Bridge Inventory

Records Search: DPR (1994) Update DPR (2011)

CONTINUATION SHEET

Page 1 of 2 Property Name: 4th Street Viaduct; 4th Street Bridge

*Recorded by Margaret Roderick, ICF *Date September 29, 2017 *Update

Address: (location): Spanning the Los Angeles River from approximately Mission Road at the east to Santa Fe Avenue at the west.

Bridge Number: 53C 00444

Present Use: vehicular bridge

Historic Name: 4th Street Viaduct

Current Owner: City of Los Angeles Department of Public Works
Bureau of Engineering
Real Estate Group
1149 S. Broadway, Suite 610
Los Angeles, CA 90015-2213

B10. Significance Updated:

According to the California Historical Resource Inventory (CHRIS), the 4th Street Viaduct over the Los Angeles River was previously determined eligible for inclusion in the National Register of Historic Places (NRHP) in 1982 via the U.S. Department of Transportation (DOE-19-86-0071-0000). In 1986, the viaduct was also determined eligible for inclusion in the NRHP under Criterion C as a result of the Caltrans Historic Bridge Survey (HBS), and was assigned a California Historic Resource Code of 2S2- "Individual property determined eligible for the NR by consensus through Section 106 process. Listed in the CR." Moreover, the viaduct was declared Los Angeles Historic Cultural Monument (HCM) #906 on January 30, 2008.

A site visit was conducted on August 11, 2016, to verify existing conditions of the resource located at 4th Street between Mission Road and Santa Fe Avenue. There are no changes to the property's historic integrity or other new information to warrant reevaluation. The previous survey information recorded on the attached DPR form remains accurate, and the 4th Street Viaduct retains its 2S2 and 5S1 status codes. Because it is HCM #906 as a local historical resource, the bridge is a historical resource under CEQA pursuant to section 15065 (a)(2) of the CEQA Guidelines.

Survey Type: Intensive level survey

Report Citation: Metro Division 20 Turnaround Facility: Cultural Resources Memorandum.

CONTINUATION SHEET

Page 2 of 2 Property Name: 4th Street Viaduct; 4th Street Bridge

*Recorded by Margaret Roderick, ICF *Date September 29, 2017 *Update



4th Street Viaduct, camera facing northeast. ICF, August 11, 2016



Structure Maintenance & Investigations



October 2016

Historical Significance - Local Agency Bridges

District 07

Los Angeles County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
53C0007	EAST FORK SAN GABRIEL RIVER	3.7 MI E SAN GABRL CYN RD	5. Bridge not eligible for NRHP	1936	
53C0008	GRAVEYARD CYN CRK	2.7MI E/O SAN GABRL CN RD	5. Bridge not eligible for NRHP	1942	1966
53C0009	BOUTON CREEK	0.1 MI S/O ATHERTON ST	5. Bridge not eligible for NRHP	1955	
53C0011	SOTO STREET SOH (UP RR)	0.6 MI NORTH OF FWY 10	5. Bridge not eligible for NRHP	1936	
53C0018	LA RIV / DEFOREST AVE	0.1MI E/O I-710 FWY	5. Bridge not eligible for NRHP	1952	
53C0019	LOS ANGELES RIVER	0.1MI E/O LONG BEACH FWY	5. Bridge not eligible for NRHP	1946	
53C0020	LOS ANGELES RIVER	0.1MI E/O LONG BEACH FWY	5. Bridge not eligible for NRHP	1946	
53C0022	RIVO ALTO CANAL	0.1MI E/O RAVENNA DR	5. Bridge not eligible for NRHP	1967	
53C0023	RIVO ALTO CANAL	0.2MI W/O RAVENNA DR	5. Bridge not eligible for NRHP	1967	
53C0024	RIVO ALTO CANAL	0.1MI S/O 2ND ST	5. Bridge not eligible for NRHP	1953	
53C0025	RIVO ALTO CANAL	400FT S/O THE TOLEDO E	5. Bridge not eligible for NRHP	1968	
53C0026	RIVO ALTO CANAL	400FT S/O THE TOLEDO W	5. Bridge not eligible for NRHP	1976	
53C0028	ALAMITOS BAY CHANNEL	1.3MI W/O PACIFIC C HWY	5. Bridge not eligible for NRHP	1967	
53C0031	LOS ANGELES RIVER	0.1 MI E/O LONG BEACH FWY	5. Bridge not eligible for NRHP	1958	1971
53C0032	SAN GABRIEL RIV	0.1MI W/O I-605 FWY	5. Bridge not eligible for NRHP	1916	1950
53C0033	WALNUT CREEK	AT VALINDA AVENUE	5. Bridge not eligible for NRHP	1961	1964
53C0034	ALHAMBRA WASH	100FT S/O GARVEY AVE	5. Bridge not eligible for NRHP	1935	1955
53C0035	NATIONAL BLVD (UP RR) UP	BET SNTA MNCA BL-EXPO BL	5. Bridge not eligible for NRHP	1965	
53C0036	UPRR	0.1MI W/O SAN GAB FWY	5. Bridge not eligible for NRHP	1964	
53C0037	AVENUE 26 (METROLINK) UP	0.5 MI NW PASADENA AVE	4. Historical Significance not determined	1930	
53C0038	DALY AVENUE OH	0.2 MI S/O MAIN STREET	5. Bridge not eligible for NRHP	1982	
53C0042	LOS ANGELES RIV	400FT E/O LONG BEACH FWY	5. Bridge not eligible for NRHP	1951	1974
53C0044	4TH ST VIADUCT (SANTA FE AVE)	OVER LA RIVER	2. Bridge is eligible for NRHP	1930	
53C0045	BEVERLY/GLENDALE SEPARATION	0.4 MI WEST 110 FWY	2. Bridge is eligible for NRHP	1942	
53C0046	LOS FELIZ ROAD (UP RR) UNDERPASS	BTW CITY OF GNDL/SENECA A	5. Bridge not eligible for NRHP	1960	
53C0052	ARROYO SECO	0.1 MI SOUTH OF S.R.110	2. Bridge is eligible for NRHP	1940	
53C0053	ARROYO SECO	50' E STATE RTE 110	2. Bridge is eligible for NRHP	1940	
53C0054	BIG DALTON WASH	0.1MI W/O AZUSA AVE	5. Bridge not eligible for NRHP	1956	
53C0055	SAN GABRIEL RIVER	0.4 MI W/O SAN GBRL FWY	5. Bridge not eligible for NRHP	1952	1972
53C0057	SAN GABRIEL RIV	0.2MI W/O I-605 FWY	5. Bridge not eligible for NRHP	1937	
53C0058	SAN FERNANDO BLVD (UP RR) UP	3/8 MI E/O BUENA VISTA ST	5. Bridge not eligible for NRHP	1942	
53C0059	SAN FERNANDO BLVD	0.3MI E/O BUENA VISTA ST	5. Bridge not eligible for NRHP	1942	
53C0062	LOS ANGELES RIVER	0.25 MI N. VICTORY BLVD	5. Bridge not eligible for NRHP	1955	2002
53C0063	LOS ANGELES RIVER	0.05 MI S. VICTORY BLVD	5. Bridge not eligible for NRHP	1957	
53C0065	ENTRANCE CHAN, SPTCO	0.9MI E/O SR-47 FWY	5. Bridge not eligible for NRHP	1968	
53C0067	ANAHEIM STREET PUC	0.1 MI E/O GAFFEY ST	5. Bridge not eligible for NRHP	1945	
53C0069	SANTA CLARA RIVER SPTC	6MI SW/O ANTELOPE FWY	5. Bridge not eligible for NRHP	1952	
53C0070	SAN GABRIEL RIV NF	0.1MI E/O SAN GBL CYN RD	5. Bridge not eligible for NRHP	1949	
53C0071	LOS ANGELES RIV	0.3MI W/O WESTERN AVE	5. Bridge not eligible for NRHP	1948	
53C0072	SAN GABRIEL RIVER	0.5 MI E SAN GAB RIV FWY	5. Bridge not eligible for NRHP	1949	
53C0075	SUNSET BLVD OC	0.2 MI SE OF FOUNTAIN AVE	5. Bridge not eligible for NRHP	1929	
53C0076	WEST BRANCH TUJUNGA WASH	RADFORD AVE & GENTRY AV	5. Bridge not eligible for NRHP	1951	2008
53C0077	COMPTON CRK	1.0MI N/O DEL AMO BLVD	5. Bridge not eligible for NRHP	1950	

PRIMARY RECORD

CALIFORNIA Department of Parks and Recreation
Office of Historic Preservation

Primary # 19-150194 19-150194
HRI # 161916, 117992
Trinomial _____
NRHP Status Code 2S2

Page 1 of 3 Other Listings _____
Review Code _____ Reviewer _____ Date _____

P1. Resource Identifier: 1994/LAn/4th/LA River Fourth Street Viaduct, Bridge #53C-44

P2. Location: County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required)

a. Address: 900-1700 Blocks of East 4th Street

City Los Angeles Zip 90012

b. UTM: USGS Quad _____ (7.5/15) Date _____; Zone _____; mE/ _____ mN

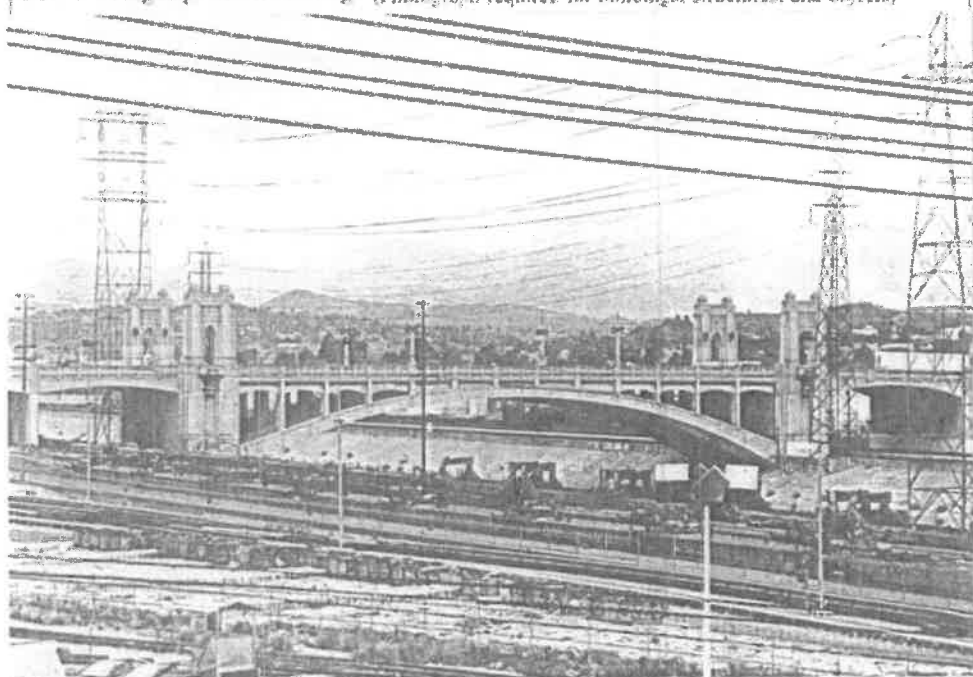
c. Other Locational Data: (Enter parcel #, legal description, directions to resource, and/or other location data if appropriate)
Project APE Map 3, Site 6. East Fourth Street as it crosses the Los Angeles River.

P3. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Gothic Revival style Fourth Street Viaduct was described in detail by Merrill Butler, Engineer of Bridges, City of Los Angeles, in an article in the August 7, 1931 "Southwest Builder and Contractor". In that article the Viaduct's designer states: "The Fourth Street viaduct is 2730 feet in length, and carries that thoroughfare over several streets, the tracks of the Santa Fe and Union Pacific railroads and the Los Angeles river...To bridge the river and maintain an unobstructed channel a clear span of 254 feet was required. As head room was not a matter of concern an arch span offered the most satisfactory solution of the problem. Naturally this became the central feature of the viaduct and to emphasize its importance pylons extending to 40 feet above the sidewalk were placed at either end of the arch section. The spans carrying the roadway over the railroad tracks...consist of a series of girders...averaging about 63 feet in length in the clear. The soffits...were chambered to give the appearance of very flat arches to harmonize with the arched sections of the viaduct. Because of the different types of structural design used it was deemed advisable to divide the structure into different parts by emphasizing" (Continued)

P4. Resources Present: Building Structure Object Site Element of District District

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P6. Date Constructed/Age:
 Prehistoric Historic Both
1931 Factual

P7. Owner and Address:
City of Los Angeles

P8. Recorded by: (Name, affiliation, and address)
Richard Starzak
Myra L. Frank & Assoc., Inc.
811 W. 7th Street, Suite 800
Los Angeles, CA 90017

Date Recorded: 03/10/1994

P10. Type of Survey: Intensive
 Reconnaissance Other

Describe: METRO Red Line East Section 106 Eligibility Report

P11. Report Citation: Provide full citation or enter "none" _____

Attachments: NONE Location Map Continuation Sheet Building, Structure and Object Record Linear Resource Record
 Archaeological Record District Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (List) _____

BUILDING, STRUCTURE, AND OBJECT RECORDCALIFORNIA Department of Parks and Recreation
Office of Historic PreservationResource Identifier: 1994/LAn/4th/LA River

Primary # _____

HRI # _____

Page 2 of 3

B1. Address: 900-1700 Blocks of East 4th Street
 City: Los Angeles County: Los Angeles Zip: 90012
 B2. Historic Name: Fourth Street Viaduct B3. Common Name: _____
 B4. Zoning: _____ B5. Threats: Project Related
 B6. Architectural Style: Gothic Revival Influence
 B7. Alterations and Date(s): Virtually unaltered.

B8. Moved? No Yes Unknown Date: _____ Original Location: _____
 B9. Related Features: _____

B10. Architect: Butler, Merrill (Engineer) Builder: Fisher, Ross, Macdonald & Kahn

B11. Historic Attributes: (List attributes and codes) HP19, Bridge

B12. Significance: Theme Civic Architecture Area Los Angeles
 Period of Significance 1930-1945 Property Type Bridge Applicable Criteria C

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Fourth Street Viaduct was determined eligible for inclusion in the National Register of Historic Places in 1986 as a result of the Caltrans Historic Bridge Survey. The Caltrans survey indicated that the Fourth Street Viaduct "utilizes an unusual fixed hinge design for the river spans, in which the hinges were fixed after dead load settlement." At the time of its construction in 1931, the bridge had the longest reinforced concrete arch span (254 feet) in Southern California. An article in the "Southwest Builder & Contractor" describe the construction of this arch span..was featured by the use of temporary hinges at the crown and at the haunches during the pouring of arch ribs and deck to reduce the secondary or rib-shortening stresses which occur in a fixed arch. So far as known, this is the first bridge designed in the U. S. to be constructed in this manner." It was also the first viaduct to use cast aluminum lanterns. Construction of the Fourth Street viaduct was begun on May 16, 1930 and was completed in July 1931. Fisher, Ross, Macdonald & Kahn, Inc. were contracted to place approximately 44,200 cubic yards of Class F concrete and 2905 tons of reinforcing steel at a total estimated cost of \$1,246,000. The Raymond Concrete Oil Co. cast-in-place the concrete piles and footings. Total cost of the viaduct including the construction contract, land acquisition, damages and track changes was \$1,960,000, and was shared by Los Angeles City and County (25.5% each), the Santa Fe Railway Co. (21.5%), the Los Angeles Railway Corp. (14.5%), and Union Pacific Railway Co. (13%).

B13. Evaluator: Steve Mikesell

B14. Date of Evaluation: 6/19/1986

B15. Sources:

CALTRANS Historic Bridge Inventory, 1987.
 Bridge #44, Category 53 T.

Southwest Builder & Contractor, 4/24/1931, p.
 46-48

Southwest Builder & Contractor, 8/7/31,
 p. 49-50.

(This space reserved for official comments.)



CONTINUATION SHEET

CALIFORNIA Department of Parks and Recreation
Office of Historic Preservation

Resource Identifier: 1994/LAn/19-150-194

Primary # _____

HRI #/Trinomial _____

Page 3 of 3

Continuation Update

P3. Description

(article from 8/7/31 Southwest Builder & Contractor)

"the vertical elements at the main abutments separating the different sections. This accentuation of vertical lines was carried into the handrail, providing a vertical motif instead of the horizontal emphasis naturally produced by a series of horizontal elements...The vertical lines of the Gothic stonework were simplified into a severely plain treatment, quite in keeping with the massive concrete structure to be embellished. The precast concrete panels of the handrail, while expressing Gothic ornament, were designed to facilitate quantity production, but are in fact not Gothic. The vertical elements of the handrail are carried up into the ornamental bases of the precast concrete lighting standards. The lanterns are designed to harmonize with the remainder of the structure and yet carry ornamentation to its greatest elaboration. They are cast in aluminum and are the first viaduct lighting units to be made of that metal. They harmonize with the natural concrete in the structure better than if they were cast in bronze."

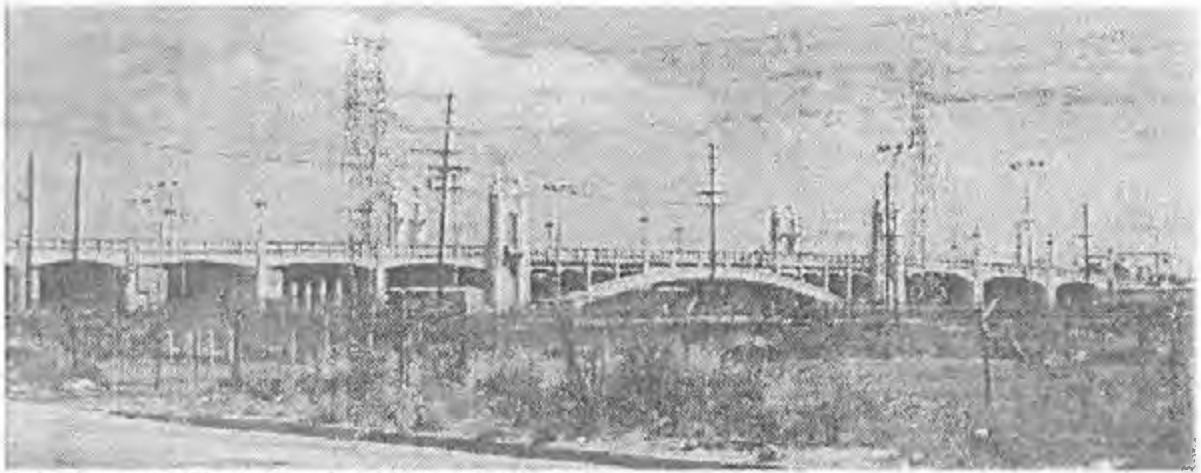
The 2703 foot viaduct begins on the west in Fourth Street at Molino, crosses Santa Fe Avenue and the former Santa Fe railroad yards, the Los Angeles River, the Union Pacific railroad tracks, Mission Road and comes to grade at Anderson Street. A 425 foot long branch on the south side of the viaduct comes to grade in Fourth Place at Mateo Street.

The Fourth Street viaduct has survived with virtually no alterations, with the exception of removal of the two sets of trolley tracks originally constructed for the Los Angeles Railway Co.

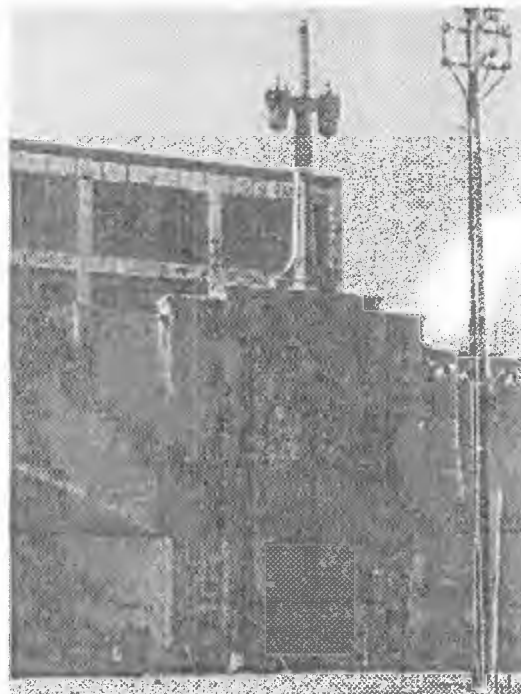
Page 1 of 1 *Resource Name or # (Assigned by recorder) 70
*Recorded by: Dana Slawson, Greenwood and Associates *Date 09-03-01 Continuation Update

The 4th Street Viaduct, located on the 900-1700 Blocks of East 4th Street, Los Angeles, was determined eligible for National Register listing in 1986 under Criterion C (NRHP Status Code 2S2). Since that determination, the property has not been altered in any significant way, its setting is not substantially changed, new information concerning historical associations has not been uncovered, and the stock of comparable properties has not diminished appreciably. A reassessment of its National Register status is not appropriate at this time.

Sources: Myra L. Frank & Assoc., *Section 106 Documentation for the Metro Rail Red Line East Extension*. 1994.



4th Street Viaduct, looking northeast.



4th Street Viaduct, lamppost and pier detail, looking south.

State of California— The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P 19- 150194
HR#
Trinomial

Update

Page 1 of 1 *Resource Name or # : 4th Street Bridge (53C0044). Los Angeles (WSE 92)

Pedestrian Evaluation

UTM: Zone 11: 386442 m/e; 3767446 m/N; USGS Los Angeles Quad 7.5min, 1:24,000

Description:

The 4th Street Bridge is one of twelve significant bridges that cross the Los Angeles River.

Status Code 5S1, 2S2

LAHCM #906

It was determined eligible for listing in the NRHP from the U.S. Department of Transportation in 1982. DOE-19-86-0071-0000. (CHRIS Report LA-8252).

The west end of the 4th Street Bridge crosses over the proposed ground-level improvements to the Division 20 rail yard that is within the APE of the Westside Subway Extension Project.

There are no proposed changes/alterations/physical effects to the 4th Street Bridge as part of the Westside Subway Extension Project that will alter its ability to convey its historic significance.

Cogstone. 2011. *Westside Subway Extension Historic Properties Supplemental Survey Report*.

*Recorded by: Pam Daly, Cogstone Resource Management *Date: July 2011 Continuation Update

DPR 523L (1/95)

*Required information

KHAN-BECK CO./FRIEDMAN BAG CO.

Update DPR (2017)

Attachments

Records Search: DPR (2002) & Update DPRs (2005 & 2011)

SurveyLA: Central City North, Khan-Beck Co./Friedman Bag (2017)

CONTINUATION SHEET

Page 1 of 3 Property Name: Khan-Beck Co./Friedman Bag Co.

*Recorded by Margaret Roderick, ICF *Date September 29, 2017 *Update

Address: 801 Commercial Street; (as in the HRI) 600 Center Street, Los Angeles, CA 90012

Assessor's Parcel Number: 5173-019-006

Present Use: Commercial: Storage

Historic Name: Khan-Beck Co./ Friedman Bag Co.

Current Owner: Magellan Commercial LLC., same address as above.

B10. Significance Updated:

The Khan-Beck Co./ Friedman Bag Co. complex located at 801 Commercial Street was previously surveyed in 2002 for the Los Angeles Union Station Run-Through Tract Project on behalf of Federal Railroad Administration (FRA) and Caltrans, and was assigned a California Historic Resource Code of 6Y2 (now 6Y, "determined ineligible for NR by consensus through Section 106 process-not evaluated for CR or Local Listing.") SHPO concurred with FRA's determination that it is not eligible for the National Register of Historic Places (NRHP) on January 15, 2014. This determination was also concurred upon by two cellular tower projects, first in 2005 then again in 2011. The 2005 documentation for Section 106 compliance report for Cellular Communications candidate lease facility is a thorough and detailed analysis. To clarify the record, the discussion on page six of nine of this 2005 documentation indicates that the complex is not eligible under Criterion A, but the last sentence appears to have a typographical error, missing the word "not". Please see attached for previous documentation.

In addition, the northwest portion of the building (first photograph on page 2) built in 1906, was identified as significant in 2016 by the Los Angeles' Office of Historic Resources' (OHR) SurveyLA citywide historical resources survey project for associations with early industrial development in Los Angeles between 1880 and 1945, although these results are unpublished as of September 29, 2017. The northwest portion of the building is noted as an "excellent and rare example of a 1906 industrial building in Los Angeles' primary industrial district" and that it "retains sufficient integrity to convey significance." Therefore, although the complex of the Khan-Beck Co./ Friedman Bag Co., located at 801 Commercial Street, is previously determined not to be eligible for the National Register of Historic Places (NRHP), the northwest portion is considered a historical resource for the purposes of the California Environmental Quality Act (CEQA), using the criteria outlined in Section 15064.1(a)(2) of the CEQA Guidelines, pending publication of the SurveyLA findings. A site visit was conducted on September 27, 2017 to verify existing conditions of the resource located at 801 Commercial Street. The previous survey information recorded on the attached DPR forms remains accurate.

Survey Type: Intensive level survey

Report Citation: Metro Division 20 Turnaround Facility: Cultural Resources Memorandum.

CONTINUATION SHEET

Page 2 of 3 Property Name: Khan-Beck Co./Friedman Bag Co.

*Recorded by Margaret Roderick, ICF *Date September 29, 2017 *Update



Khan-Beck Co./ Friedman Bag Company, detail of northwestern portion identified by SurveyLA in 2016, camera facing northeast. ICF, September 27, 2017.

CONTINUATION SHEET

Page 3 of 3 Property Name: Khan-Beck Co./Friedman Bag Co.

*Recorded by Margaret Roderick, ICF *Date September 29, 2017 *Update



Khan-Beck Co./ Friedman Bag Company, detail of south elevation, camera facing northwest. ICF, September 27, 2017.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HR # 163643 160595
Trinomial _____
NRHP Status Code 6Y2 - Pending SHPO Concurrence

PRIMARY RECORD

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 3

* Resource Name or #: Kahn-Beck Co.: Friedman Bag Company - Textile Division

P1. Other Identifier: _____

* P2. Location: Not for Publication Unrestricted a. County Los Angeles
b. USGS 7.5' Quad Los Angeles, CA Date 1981 T 1S; R 13W; _____ 1/4 of _____ 1/4 of Sec 28; _____ B.M.
c. Address 801 Commercial St. 600 Center St. City Los Angeles Zip 90012
d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____ mE/ _____ mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTM's, etc. as app
APE Map ID# 9; Subdivision of the Aliso Tract, Block F, Lots 11,13,14,15,16,17,18,19,20; APN: 5173-019-006; 600-608 Frontage Road, former addresses: 600-608 Aliso Street, a.k.a. 620 Center Street; 801 Commercial Street; 817 Commercial Street

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
The Kahn-Beck Co. building located on 600-608 Frontage Road, formerly 600-608 Aliso Street, a.k.a. 620 Center Street, made crackers, candy and macaroni. This area is an historically industrial section of the City of Los Angeles after 1900. Kahn-Beck's three-story building measuring 85' x 100' was constructed with brick and built in 1902. In 1906, a one-story building addition measuring 85' x 90', located on 801 Commercial Street, was built to the south of the original 1902 building. This addition lost integrity of design, materials, and workmanship when it was substantially altered in 1954 by a second story addition and in 1968 when it was remodeled into offices for Friedman Bag Co. In 1941, the Friedman Bag Co. had architects Barker & Ott, with contractor William P. Neil Co., build a two story third addition, measuring 160' x 100'; 82' x 100', located on 817 Commercial Street, to the east of the 1902 and 1906 building. This third addition, used for shipping and receiving, lacks architectural details because it used tilt-up slab concrete construction. The original 1902 building's north end was set back 18 feet in 1940 due to street widening and the condemnation of Aliso Street for U.S. 101 freeway construction further diminishing its integrity. (See Continuation Sheet)

* P3b. Resource Attributes: (List attributes and codes) HP8 Industrial building

* P4. Resources Present: Building Structure Object Site District Element of District Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, etc.)
Looking northeasterly, 8/28/02, Photo # DCP 1649

* P6. Date Constructed/Age and Sources:
 Prehistoric Historic Both

1902; 1906; 1941; 1958-59; 1966

* P7. Owner and Address:
Friedman Bag Company Inc.
P.O. Box 866004
Los Angeles, CA 90086-6006
P--Private

* P8. Recorded by: (Name, affiliation, address)
David Greenwood
Myra L. Frank & Associates, Inc.
811 West 7th Street, Suite 800
Los Angeles, CA 90017

* P9. Date Recorded: 8/21/2002

* P10. Survey Type: (Describe)
Intensive Survey Effort
Section 106 Compliance
P--Project Review

* P11. Report Citation: (Cite survey report/other sources or "none") Los Angeles Union Station Run-Through Track Project Federal Railroad Administration and Caltrans Historic Properties Survey Report July 2003.

* Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record
 Photograph Record Other: (List) _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HR # _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3

* NRHP Status Code 6Y2- Pending SHPO Concurrence

* Resource Name or #: Kahn-Beck Co.; Friedman Bag Company - Textile Division

B1. Historic Name: Kahn-Beck Co., Friedman Bag Co.

B2. Common Name: Friedman Bag Co. (Textile Division)

B3. Original Use: Industrial

B4. Present Use: Industrial/Office

* B5. Architectural Style: Industrial/Utilitarian

* B6. Construction History: (Construction date, alterations, and date of alterations.)

Property tax improvement information, from the Los Angeles County Archives: Book no. 16, Page 14, Years 1900-1909, Aliso Tract, Lots 18 & 20, shows an increase from \$0 in 1902 to \$7,150 in 1903 under the owner of the Kahn-Beck Co. On April 27, 1906, an application was made by the Kahn-Beck Co., owner, for the construction of a warehouse addition on lots 17 & 19 for the cost of \$14,000 to the south of the 1902 building. The application cites Robert Brown Young as architect and G.W. Bell as contractor. (See Continuation Sheet)

* B7. Moved? No Yes Unknown Date _____ Original Location: _____

* B8. Related Features:

Friedman Bag Co. has an additional main office and manufacturing plant, built in 1958-59, the Polyethylene Division located at 706 Ducommon St., and has a parking/warehouse structure, built in 1966, located at 711 Ducommon St.; Sub. of the Aliso Tract; APN: 5173-016-005 for 706 Ducommon St.; 5173-017-006 for 711 Ducommon St.

B9a. Architect: Robert Brown Young (attributed)

b. Builder: G. W. Bell (1906) addition

* B10. Significance: Theme Manufacturing Area Los Angeles

Period of Significance 1902 Property Type Industrial Building Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 1902, a three-story brick building for the Kahn-Beck Co., designed by architect Robert Brown Young, occupies lots 18 & 20 of the Sub. Aliso Tract. The Aliso Tract and Aliso Street, recorded in 1878, took their names from the great sycamore, or aliso tree, which grew near the area. As the city grew, residential neighborhood buildings transformed into the first industrial area of the city which was due to proximity to the Los Angeles River and the Railroads. By 1906, a one story addition, also designed by Young and built by G. W. Bell, was built to the south occupying lots 17 & 19 of the Sub. Aliso Tract. In 1941, a two story second addition was built to the east occupying lots 11,13,14,15,16 of the Sub. Aliso Tract. The 1902 and 1906 buildings were designed by Robert Brown Young, an important early architect in Los Angeles during the years of 1883-1914. Young designed various commercial office structures located on Broadway, which was rapidly becoming the city's financial district. These include The Blackstone Building, 320 S. Broadway in 1906; The Orson T. Johnson Building, 510 S. Broadway in 1905; the Orpheum Theater, 626 S. Broadway in 1910; the Joseph E. Carr Building, 644 S. Broadway in 1909; the Lankershim Hotel, 700 S. Broadway in 1902; and Barker Brothers, 722 S. Broadway in 1909. Many of these structures are still extant, and are listed on the National Register as part of the Broadway Historic District, therefore, many better examples of Young's designs are still extant. (See Continuation Sheet)

B11. Additional Resource Attributes: (List attributes and codes): HP8

* B12. References:

Los Angeles County Archives

City of Los Angeles Department of Building & Safety Records; County of Los Angeles Assessor's Files

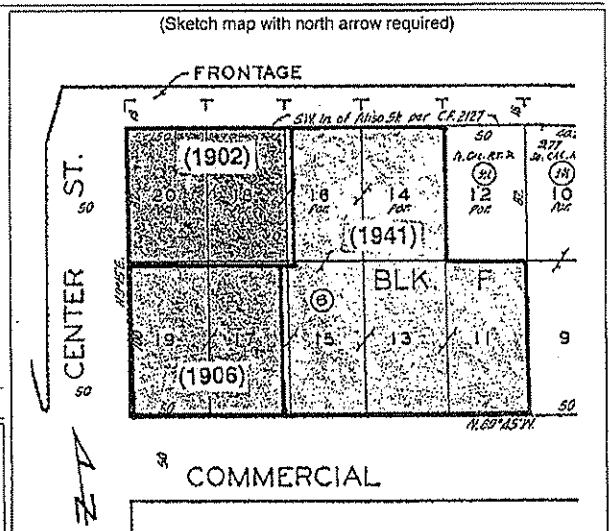
Internet Search; Google

B13. Remarks:

* B14. Evaluator: Richard Starzak, MFA

Date of Evaluation: 9/6/2002

(This space reserved for official comments.)



State of California-The Resources Agency DEPARTMENT OF PARKS AND RECREATION CONTINUATION SHEET	Primary # _____ HR # _____ Trinomial _____
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Page 3 of 3 *Resource Name or #: (Assigned by recorder) Kahn-Beck Co.; Friedman Bag Company - Textile Division

* Recorded by: David Greenwood

Continuation Update

P3a. Description (Continued):

Reconstruction of the north end walls used re-inforced concrete instead of brick which lacked cornice details, column elaboration, and segmental arches above windows. Buildings from this period usually had a metal cornice, which appears to have been removed. The windows are wood sash single hung with segmental brick arches above. For all three buildings, steel grating and security bars were installed over the first and second story windows, and bricking up openings were done in 1968 on the first floors.

B6. Construction History (Continued):

In 1941, a second, two story warehouse addition was built, on lots 11,13,14,15,16, to the east of the 1902 and 1906 building. The application cites Barker & Ott as the architects and William P. Neil Company as contractor.

B10. Significance (Continued):

The three buildings which comprise the Friedman Bag Co. all exhibit alterations. The 1902 building's main alteration is the removal of 18' of structure to the north portion of the building. Reconstruction of the north end walls, to the new setback, used re-in forced concrete instead of brick which lacked cornice details, column elaboration, and segmental arches above windows. The metal cornice appears to have been removed, openings have been bricked up on the first floor, steel grating and security bars on first and second story windows. For the 1906 building, this addition lost integrity of design, materials, and workmanship when it was substantially altered in 1954 when a second story was added and in 1968 when it was remodeled into offices for Friedman Bag Co. Other alterations include exterior stucco applied over original brick of the first floor; openings have been bricked up, steel grating and security bars on first and second story windows. The 1942 addition appears to be un-altered except for a bricked up arch entry, and security bars with steel grating on first and second story windows. This building does not appear to be significant due to the use of tilt-up concrete slab construction that lacks architectural details.

As indicated above, the buildings of this property have undergone a series of partial demolitions, additions and alterations. This has diminished their integrity of design materials, and workmanship. The construction of the US 101 Freeway immediately north of the property has diminished its integrity of setting. Therefore, the buildings lack sufficient integrity to be eligible for the National Register of Historic Places or the California Register of Historical Resources under any criteria.

160595

State of California — The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
 HRI # _____
 Trinomial _____
 NRHP Status Code _____
 Other Listings _____
 Review Code _____ Reviewer _____ Date _____

(64)

Page 1 of 9

*Resource Name or #: 801 East Commercial Street, Los Angeles, CA 90012

P1. Other Identifier: Devon Storage

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

*b. USGS 7.5' Quad _____ Date ; 1/4 of 1/4 of Sec _____ ; San Bernardino B.M.

c. Address: 801 East Commercial Street City: Los Angeles Zip: 90012

d. UTM: _____ Zone _____ , mE _____ mN

e. Other Locational Data: APN#: 5173-019-006

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The evaluated commercial building is located at 801 East Commercial Street. Historically the address was 600 Aliso Street. The evaluated building has an irregular floor plan due to additions to the southeast and southwest elevations of the of the evaluated 3-story building. The building is situated less than 0.1 miles south of the Santa Ana Freeway (Hwy 101) and 1.4 miles east of the Harbor Freeway (I-110). Topographically the site is generally flat.

(continued to page 2)

*P3b. Resource Attributes:

*P4. Resources Present: Building Structure Object Site District Element of District Other: _____

*P5a. Photograph or Drawing (Photograph required for buildings, structures or objects)



P5b. Description of Photo: (view, Date, accession #)

View looking at the northeast at the northwest elevation. Taken on October 26, 2005.

*P6. Date Constructed/Age and Source

Historic Prehistoric
 Both

Original construction c1899 and 1906. 1941 and c1940s additions. City of Los Angeles Bldg. and Safety, bldg. permits.

*P7. Owner and Address:

Devon Commerical LA LLC
 2000 Powell Street Ste 1240
 Emeryville, CA 94608-1850

*P8. Recorded by:

(Name, affiliation, and address)

Ben Taniguchi/Christeen Taniguchi
 Galvin & Associates
 3819 Via La Selva
 Palos Verdes, CA 90274

*P9. Date Recorded: October 27, 2005

*P10. Survey Type: Intensive

*P11. Report Citation: Section 106 compliance report for Cingular telecommunications candidate lease facility.

*Attachments: NONE Location Map Continuation Sheet Building, Structure & Object Report
 Archaeological Record District Record Linear Feature Record Milling Station Rock Art Record
 Artifact Record Photographic Record Other (List)

DPR 523A (1/95)

*Required Information

State of California — The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
 CONTINUATION SHEET

Primary # _____
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Page 2 of 9

*Resource Name or #: 801 East Commercial Street, Los Angeles, CA 90012

Recorded By: Ben Taniguchi/Christeen Taniguchi

Date: October 27, 2005

Continuation Update

(continued from page 1)

***P3a. Description:**

The evaluated building has an irregular plan and is comprised of 2 distinct sections with additions. It consists of a core 3-story factory building that was constructed in c1900 on the northwest corner of the property. In 1906 a one-story warehouse building was constructed southwest of the evaluated building. In 1941 a 3-story addition was made to the southeast elevation of the c1900 building. A 2-story factory building was added c1940s to the southeast elevation of the 1906 building. In c1950s a 2-story connecting corridor was added to the northeast elevation of the 1906 building, which connected the building to the southwest elevation of the c1900 building.

The foundation of the c1900 building is concrete. The building has a mostly wood framed structural system and the walls are mostly clad in painted red brick. There is a low parapet with coping surrounding the roof at all sides. The roof of the c1900 building is flat and is clad in rolled composition.

The entire northeast facing facade of the c1900 building and a portion of the northwest elevation of the building were replaced with a poured concrete wall in c1940s. The northeast facing facade has 16 large evenly spaced and nearly square metal framed casement windows. The first floor windows are covered by a metal security screen and there is a recessed section below the windows. On the right side of the facade there is what appears to be a loading dock that consists of two wood doors with eight nearly rectangular lights topped by a transom with four lights. There is also an entrance on the left side of the facade that was most likely a window opening that was sealed and converted into a single door entrance. There are metal letters spelling out "Devon Self-Storage" on the upper edge of the facade.

The northwest elevation of the c1900 building consists of 12 tall rectangular arched window openings with wood framed double hung wood sash windows on the second and third floors. On the first floor there are 3 rectangular arched window openings with wood framed double hung sash windows and one nearly square arched window opening with a wood framed double hung sash window; the first floor windows are covered by a metal security screen. 2 arched nearly rectangular window openings on the first floor have been sealed. There are decorative brick bands near the upper edge of the elevation and a red brick band below the third story windows. A total of 4 vertical concrete piers extend from the second floor to the upper decorative red brick band. In c1941 the right side of the elevation was replaced with a poured concrete wall. The windows on the replaced section consist of three rectangular vertically stacked metal casement windows. There are fire escapes attached to the wall of the poured concrete section and also on the right side of the elevation. There are two rectangular window openings with what appears to be wood framed double hung wood sash windows on the third floor of the southwest elevation.

The 1941 3-story addition to the southeast elevation of the c1900 building have walls that appear to be poured concrete and a slightly hipped roof is clad in rolled composition. There are round vertical metal vents on the roof and the windows are metal casements. The 1906 building has a wood framed structural system and is clad in painted red brick and the flat roof is clad in rolled composition. In c1950s a second story was added to the 1906 building and in 1968 the first floor window openings were sealed with brick. On the right side of the southwest elevation of the 1906 building there is what appears to be a loading dock with a short stone base; there is a transom with two lights above the sealed opening. The c1940s two-story addition to the southeast elevation of the 1906 building appears to have poured concrete walls, slightly hipped roof that is clad in rolled composition and round vertical vents on the roof. There is an entrance near the middle of the southwest elevation of the c1940s 2-story building with a non-original metal framed door surrounded by a peaked decorative surround. To the left of the entrance there are two loading entrance openings with what appears to be non-original roll up doors.

Ancillary buildings on the property consist of a c1940s 1-story painted red brick clad L-shaped building located on the southeast portion of the property just southeast of the 1941 3-story addition to the c1900 building. The c1940s L-shaped building has metal casement windows on the southeast elevation and a loading dock on the northeast elevation. A c1950s stucco clad storage room is attached to the southwest elevation of the c1940s L-shaped building.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # _____

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NRHP Status Code _____

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*Resource Name or #: 801 East Commercial Street, Los Angeles, CA 90012

B1. Historic Name: Kahn-Beck Company

B2. Common Name: Devon Storage

B3. Original Use: Industrial

B4. Present Use: Storage

*B5. Architectural Style: none

*B6.

(see page 4)

*B7. Moved? No Yes

Date: _____

Original Location: _____

B8. Related Features: N/A
none

B9a. Architect: unknown

b. Builder: unknown

*B10. Significance: Themes:

Area: Los Angeles

Period of Significance: c1900-2003

Property Type: (1) 3-story industrial building (1) 2-story industrial building Applicable Criteria:

(Discuss Importance in terms of historical or architectural context as defined by theme, period and geographic scope. Also address integrity.)

B11. Additional Resource Attributes: none

*B12. References:

"Bag Plant Closed in Union Dispute Over Wage Rise." *Los Angeles Times* 2 March 1955.

"Buildings Are His Monument." *Los Angeles Times* 30 January 1914.

"Business and People." *Los Angeles Times* 3 August 1974.

City of Los Angeles Building and Safety Division: building permits.

County of Los Angeles Assessor's Office: Assessor data.

"Fire Destroys Part of Biscuit Plant." *Los Angeles Times* 25 June 1916.

<http://sanborn.umi.com.ezproxy.lapl.org> (1906 and 1953 Sanborn maps for City of Los Angeles)

<http://www.whiteshoe.org/archive/001009friedmanbag.html> (History of Friedman Bag Company, Inc.)

"Los Angeles Briefs: Bag Production Halts." *Los Angeles Times* 12 April 1946.

"Incorporation (of Kahn-Beck Company)." *Los Angeles Times* 19 October 1899.

"Union Accepts Offer at Struck Bag Firm." *Los Angeles Times* 20 March 1955.

B13. Remarks: none

*B14. Evaluator:

Ben Taniguchi/Christeen Taniguchi

Galvin & Associates

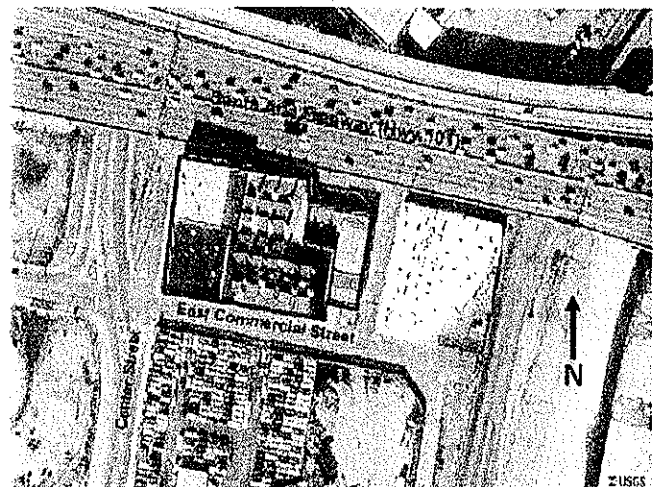
3819 Via La Selva

Palos Verdes Estates, CA 90274

*Date of Evaluation:

October 27, 2005

(This space reserved for official comments)



State of California — The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
 CONTINUATION SHEET

Primary # _____
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*Resource Name or #: 801 East Commercial Street, Los Angeles, CA 90012

Recorded By: Ben Taniguchi/Christeen Taniguchi

Date: October 27, 2005

Continuation Update

(from page 3)

***B6. Construction History:** No original permit exists for the evaluated building. It is likely that the building was constructed in c1900 after the incorporation in 1899 of its first owner the Kahn-Beck Company. The following building permits were obtained from the City of Los Angeles Building and Safety Department.

1916: "Remove the present burnt floor joists, girders, flooring, etc., replace same with new ones, also reglaze windows, whitewash and other repairs necessary caused by recent fire, N.E. corner Commercial & Center Sts."

1920: Build wooden loading platform (45'X15'X3') between 3-story brick factory (facing Aliso and Center Sts) and 1-story brick factory (southwest of 3-story factory).

1929: Roof repair.

1931: "Heavy flaring around 10'X10' tank edges of same will be surrounded with 3' high fence. East of large tank, will renew on the two 10" I beams inserted in walls supporting two 500 gallon water tanks. Recover 15'X15' roof with slate asphalt roofing."

1931: "Will move a steel tank between the two buildings supported on steel columns in addition will insert two 15" I beams in the outside walls of both buildings to secure more firmness."

1941: "We propose to cut an opening between this existing building and the new building to be built to the east."

1941: "Cut two openings in the existing 21" brick wall."

1965: "Correct parapets."

1972: "New exit construction along Aliso St."

1987: "Damage repair (portion of south wall)."

(from page 3)

***B10. Significance:**

The evaluated building was built c1900 as a factory building for the Kahn-Beck Company. The Kahn-Beck Company incorporated in October of 1899. The directors of the newly formed company were Jakob Beck, Verona Beck, John Kahn, Gertrude Kahn and Solomon Kahn. According to a *Los Angeles Times* article dated October 19, 1899 the new company was to "manufacture and deal in all kinds of candy, macaroni and pastes of all kinds, with principal place of business in Los Angeles." In 1906 a separate 1-story warehouse building was constructed southeast of the factory building. The company hired Los Angeles architect Robert B. Young (1855-1914) to design the new warehouse building. In 1916 fire broke out at the factory severely damaging the c1900 building. Repairs were immediately made to the fire damaged building. By 1926 the Kahn-Beck Company had vacated the factory; although they retained ownership until 1928.

The Friedman Bag Company (FBC) was formed by four brothers Samuel, Morris, Saul and Harry Friedman in 1927. The company specialized in the manufacture of burlap bags used for items such as potatoes, animal feed and other foodstuffs. FBC leased the property for a year from the Kahn-Beck Company and from 1928 to 1930 the property was leased from Ben S. Beery. The growth of the company was immediate and by 1930, Samuel Friedman of FBC purchased the property. In 1941, due to the continued growth of the company, an addition was made to the southeast elevation of the c1900 factory building. In c1940s, a 2-story burlap bag manufacturing and warehouse building was added onto the southeast elevation of the 1906 warehouse building. The company would eventually become the largest manufacturers of burlap bags in the west. In April of 1946 the company experienced its first work stoppage when the International Longshoremen's and Warehousemen's labor union demanded higher wages for the 150 employees. The union also demanded that the company compel its non-union employees to join the union. On March 1, 1955 the company experienced a second work stoppage that took nearly 20 days to resolve.

The company entered a new era when in 1974 when Samuel Friedman retired as president of FBC and was replaced by Jerome B. Wesler. Morris Friedman, who was secretary of the company, also retired and was replaced by Sanford Bothman. However, two sons of the original founding members of the FBC remained with the company. By the year 2000 the company had branches in Oregon, Washington and Idaho and employed over 250 people. In c2003 after 75 years in the same location FBC moved out of its original factory to a facility on Ducommun Street. The new facility is located just south of the old factory. In 2003 Devon Commercial Los Angeles purchased the property and the factory buildings are being used as a public storage facility.

DPR 523L

*Required Information

State of California — The Resources Agency
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*Resource Name or #: 801 East Commercial Street, Los Angeles, CA 90012

Recorded By: Ben Taniguchi/Christeen Taniguchi

Date: October 27, 2005

 Continuation Update**Integrity Statement:**

The subject building was evaluated against the seven aspects of integrity as outlined in National Register Bulletin 15. The seven aspects of integrity include location, design, setting, materials, workmanship, feeling and association.

The evaluated building retains its original location; it has not been moved.

When the core 3-story c1900 building was built the surrounding area was a combination of single family residences and industrial buildings. By 1950 a gas holding tank for the Southern California Gas Company had replaced the single family homes located southwest of the building. Thus the setting, feel and association of the area have changed.

The core 3-story c1900 building was built as a factory building for the manufacturing of food products. This utilitarian building has no specific architectural style. The building retains some of its original design elements and material such as arched rectangular window openings with wood framed double hung wood sash windows on the northwest elevation and decorative red brick bands on the upper and middle part of the northwest elevation. However the building has been significantly altered with the replacement of the northeast facing façade wall and a portion of the northwest elevation wall with a poured concrete wall. A 3-story addition was made to the southeast elevation of the c1900 building in 1941. A warehouse building was built southwest of the c1900 building in 1906. A second story addition was made to the building and in 1968 the first floor windows were sealed with brick. The 1906 building is attached via a 2-story corridor to the southwest elevation of the c1900 building. In c1940s a 2-story addition was added to the southeast elevation of the 1906 building. Thus the alterations to the buildings have significantly compromised the architectural integrity of the buildings.

(continued to page 6)

DPR 523L

*Required Information

State of California — The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
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*Resource Name or #: 801 East Commercial Street, Los Angeles, CA 90012

Recorded By: Ben Taniguchi/Christeen Taniguchi

Date: October 27, 2005

Continuation Update

(from page 5)

National Register of Historic Places Evaluation

The property was assessed under National Register of Historic Places (NRHP) Criterion A for its potential significance as a part of a historic trend that may have made a significant contribution to the broad patterns of our history. The evaluated building was constructed in c1900 as a factory building for the Kahn-Beck Company. The company, which incorporated in October of 1899, specialized in the manufacture of macaroni, candy and crackers. In 1927 the Friedman Bag Company was formed and leased the evaluated property. The company manufactured burlap bags to be used to for potatoes, feed and other foodstuffs. By 1930 the company owned the property. They would eventually become the leading manufacturer of burlap bags in the west. In 2003 the company moved to a location just south of the old factory. However, neither historic association is a significant contribution to the broad pattern of our history. **Therefore, it does appear to qualify for the NRHP under Criterion A.**

The property was considered under Criterion B for its association with the lives of persons significant in our past. When the c1900 building was constructed for the Kahn-Beck Company the owner was most likely Charles Schalte. In 1910, the Kahn-Beck Company purchased the property. From 1928 to 1930 Ben B. Beery Trust owned the property. In 1930 Samuel Friedman of Friedman Bag Company purchased the property. For one year in 1937 Samuel Friedman and his brother Soleman were joint owners. The Friedman Bag Company (Friedman Bag Co. Inc. from c1968) owned the property from 1937 to 2003. It does not appear that these individuals associated with the property were not significant in the area.

Therefore, it does not appear to qualify for the NRHP under Criterion B.

(continued to page 7)

State of California — The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
 CONTINUATION SHEET

Primary # _____
 HRI # _____
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*Resource Name or #: 801 East Commercial Street, Los Angeles, CA 90012

Recorded By: Ben Taniguchi/Christeen Taniguchi

Date: October 27, 2005

Continuation Update

(from page 6)

The property was evaluated under Criterion C for embodying the distinctive characteristics of a type, period, or method of construction, or representing the work of a master, possessing high artistic values, or representing a significant and distinguishable entity whose components lack individual distinction. The evaluated property consists of a c1900 core building that has no specific architectural style. The building retains some of its original design elements and material such as arched rectangular window openings with wood framed double hung wood sash windows on the northwest elevation. Decorative red brick bands on the upper and middle part of the northwest elevation. However the building has been significantly altered with the replacement of the northeast facing façade wall and a portion of the northwest elevation wall with a poured concrete wall. A 3-story addition was made to the southeast elevation of the c1900 building in 1941. A warehouse building was built southwest of the c1900 building in 1906. During c1950s a second story addition was made to the building and in 1968 the first floor windows were sealed with brick. The 1906 building was attached via a 2-story corridor to the southwest elevation of the c1900 building. In c1940s a 2-story addition was added to the southeast elevation of the 1906 building. The architect for the c1900 building is unknown. The 1906 warehouse building was designed by Los Angeles architect Robert B. Young. Robert B. Young (1855-1914) designed numerous commercial structures and public buildings throughout Southern California. The c1900 building does not possess high artistic value. Since the architect is unknown it cannot be determined if the building is the work of a master. Therefore, it does not appear to qualify for the NRHP under Criterion C.

The property was considered for Criterion D for the potential to yield or likelihood to yield information to prehistory or history. In order for buildings, structures, and objects to be eligible for this criterion, they would need to "be, or must have been, the principal source of important information." This is not the case with this property. Therefore, it does not appear to qualify for the NRHP under Criterion D.

In summary, the evaluated building does not appear to qualify for the NRHP. Therefore, this building is not a historic property for the purposes of Section 106. The property was not assessed for California Register of Historic Resources or local designation eligibility.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI # _____
Trinomial _____

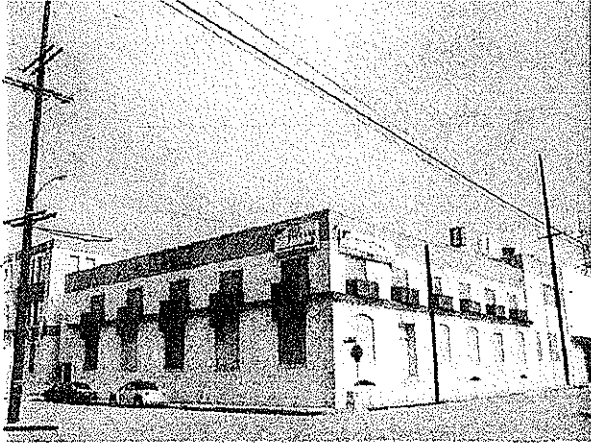
Page 8 of 9

Recorded By: Ben Taniguchi/Christeen Taniguchi

Continuation Update

*Resource Name or #: 801 East Commercial Street, Los Angeles, CA 90012

Date: October 27, 2005



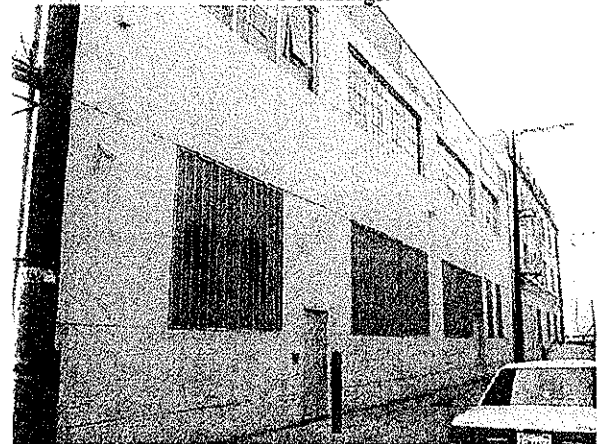
View looking northeast at 1906 warehouse building.



View looking southeast at 2-story corridor between c1899 and 1906 buildings.



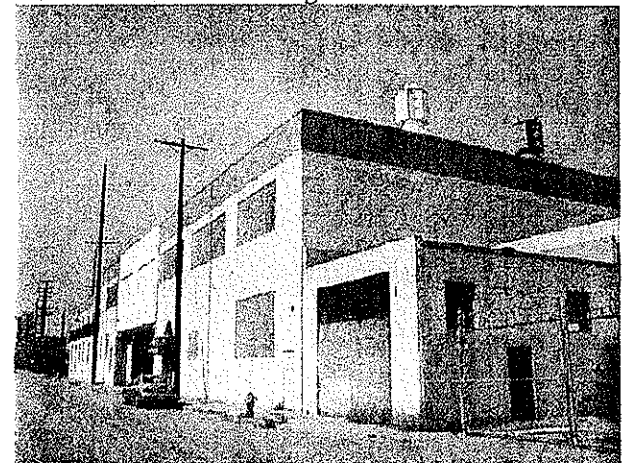
View looking southeast at northeast facing façade of c1899 building.



View looking southwest at 1941 addition to southeast elevation of the c1899 building.



View looking southwest at c1940s ancillary building.



View looking northwest at c1940 addition to 1906 building.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI # _____
Trinomial _____

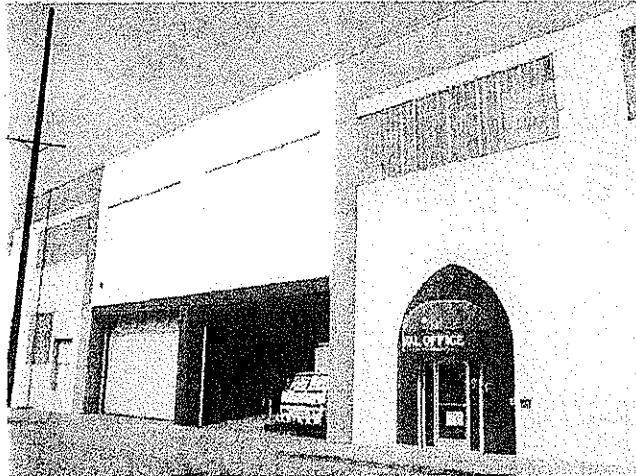
Page 9 of 9

Recorded By: Ben Taniguchi/Christeen Taniguchi

*Resource Name or #: 801 East Commercial Street, Los Angeles, CA 90012

Date: October 27, 2005

Continuation Update



View looking northwest at entrance and loading entrance to c1940s addition to 1906 building.



View looking northwest at possible loading dock on southwest elevation

State of California — The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
 PRIMARY RECORD

Primary #
 HRI # 160595
 Trinomial
 NRHP Status Code 6Y

Other Listings
 Review Code

Reviewer

Date

Page 1 of 4

*Resource Name or #: Devon Self Storage

P1. Other Identifier:

update

*P2. Location: Not for Publication Unrestricted *a. County:
 and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: Los Angeles Date: 1981 T;N/A R N/A ¼ of ¼ of Sec N/A; SB.B.M.
 c. Address: 801 East Commercial Street City: Los Angeles Zip:
 d. UTM: Zone: 11 ; 386377mE/ 3768723mN (G.P.S.)
 e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation:

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Devon Self Storage building is a circa 1941 Modern style block building. The building is a composite of three hsitroic buildings circa 1906-1951. The full subsumation of the three appears to have transpired circa 1941.

See Continuation Sheet

*P3b. Resource Attributes: (List attributes and codes) HP8: Industrial Building

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)



P5a. Photo or Drawing (Photo required for buildings, structures, and objects.) *See Continuation Sheet for additional P5a and b.*

P5b. Description of Photo View to east

*P6. Date Constructed/Age and Sources: 1941 (AT&T and HRI)

Historic Prehistoric Both

*P7. Owner and Address:

Devon Commercial
 2000 Powell Street, Suite 1240
 Emeryville, CA 94608

*P8. Recorded by: (Name, affiliation, and address)

Shannon L. Loftus MAHP/RPA
 For: ACE Environmental, LLC
 9976 Peak Lookout Street

Las Vegas, NV 89178

*P9. Date Recorded: 8/5/2011

*P10. Survey Type: Historic Architectural Inventory and Assessment/Summary of Evaluation

*P11. Report Citation: Loftus, Shannon L. for ACE Environmental, LLC. *Historic Architectural Resource-Finding of Evaluation, Summary: AT&T Site EL0005, Perm-Devon Storage, 801 East Commercial Street, Los Angeles, Los Angeles County, California 90012*

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):

State of California — The Resources Agency
 State of California — The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
 BUILDING, STRUCTURE, AND OBJECT RECORD

Primary #
 Primary #
 HRI#

Page 2 of 4

*NRHP Status Code 6Y

*Resource Name or # Devon Self Storage

- B1. Historic Name: unknown
 B2. Common Name: Devon Storage
 B3. Original Use: unknown
 B4. Present Use: unknown
 *B5. Architectural Style: Modern Commerical Block
 *B6. Construction History: Built circa 1941; age of additions is unknown

*B7. Moved? No Yes Unknown Date: Original Location:

*B8. Related Features: none

B9a. Architect: None

b. Builder: unknown

*B10. Significance: Theme: Commerce

Area: Storage

Period of Significance: 1940s

Property Type: Industrial

Applicable Criteria: all

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Historic architectural resources are evaluated in part, according to seven aspects of integrity as stated in the NHPA; (1) *Location* of the resource, (2) *Design* of the resource, (3) *Setting* of the resource, (4) *Materials* of construction, (5) *Workmanship* of the resource, (6) *Feeling* evoked by the resource, and/or (7) *Association* of the resource with a person or even of historical significance. These seven aspects of integrity are assessed and weighed against the four "Criteria of Significance" also found within the NHPA. The four Criteria are; (A) Associated with events which have made a significant contribution to the broad patterns of our history, or (B) Associated with the lives of persons significant in our past, or (C) Embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic value, or are representative of a significant and distinguishable entity of which the component may lack individual distinction, or (D) Yield, or are likely to yield, data important to our understanding of prehistory and/or history.

SEE CONTINUATION SHEET

B11. Additional Resource Attributes HP8: Industrial Building

References:

See Cited Report

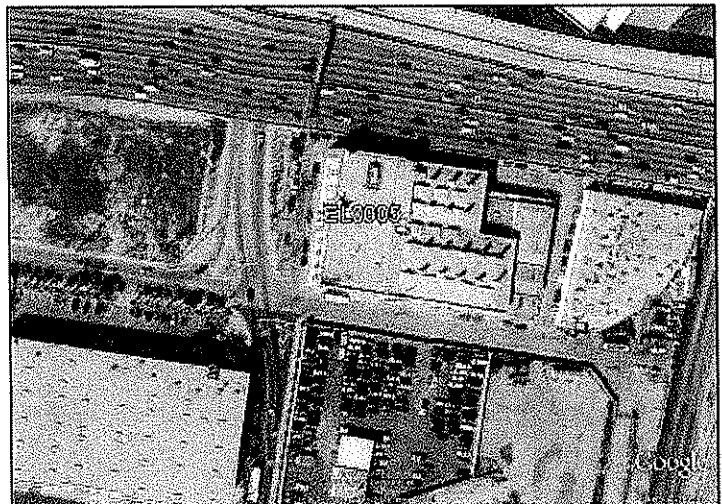
B13. Remarks:

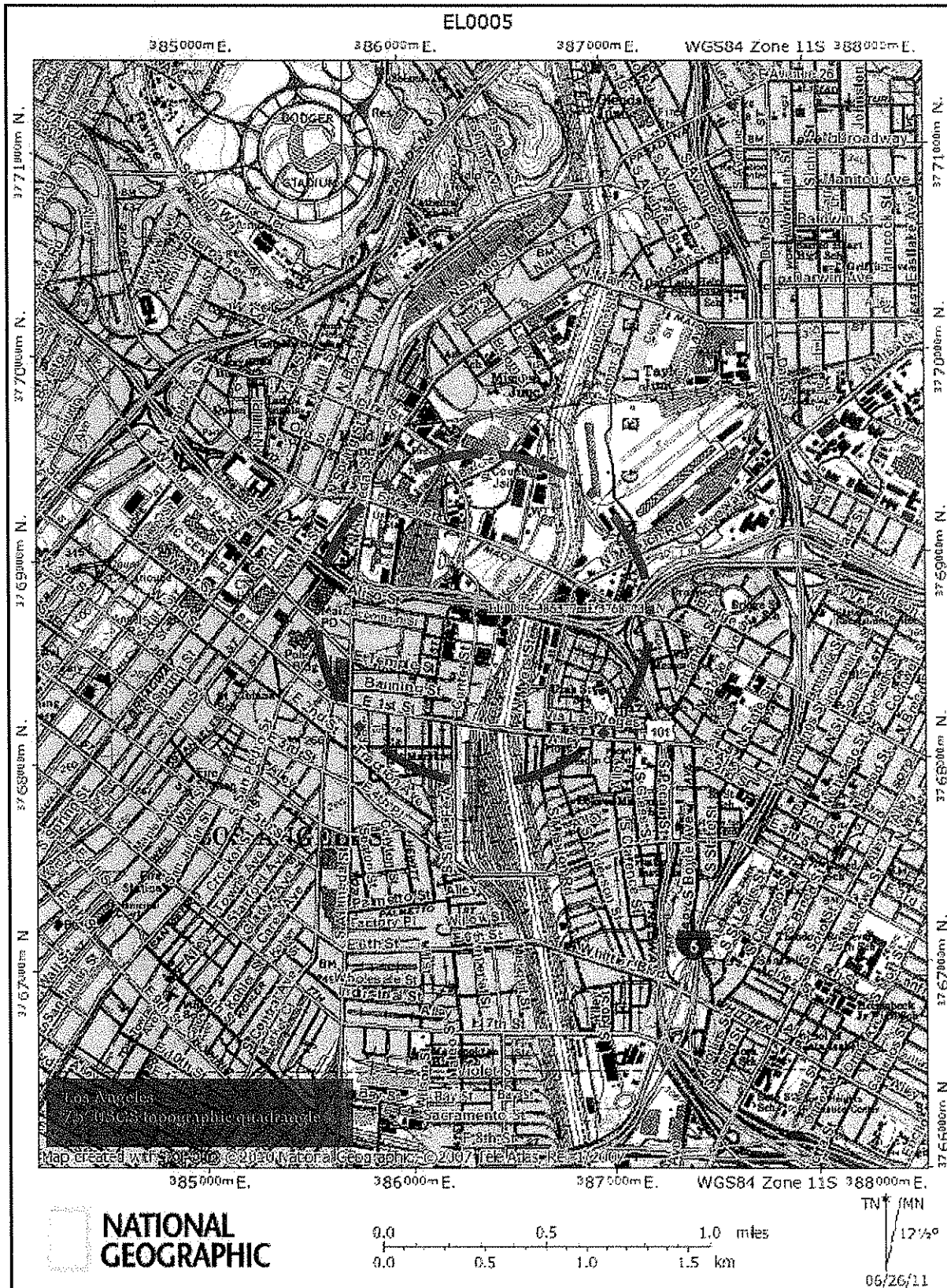
The results of the Historic Architectural Resources Inventory and Assessment indicate that the structure, does not appear to satisfy the Criteria of the NHPA, and is recommended as ineligible for inclusion in the NRHP.

*B14. Evaluator:

Shannon L. Loftus MA HP, RPA/RPH

*Date of Evaluation: June 27th-August 5th 2011





P3A. Description

The Direct APE is a conjoined building originating from three separate early/mid 20th Century Modern style block warehouse buildings. The northwestern portion of the Direct APE represents the oldest of the three buildings (circa 1906). This building is constructed of reinforced brick and is three stories tall with a parapet flat roof with painted antenna screen walls at the corners. The visual presentation of the west façade is that of three bays oriented via the symmetrical arched window arrangements. The windows are separated vertically by a columnar projecting of brick. A dentil stringcourse separates the second and third floors, and an unadorned stringcourse of header bricks and blank frieze separate the first and second floors. Slightly projecting brick courses curves along the top of the windows and continues along the facade of the building. Arched doorways are located below the northernmost window in three locations at street-level. The doorways have been infilled with brick. A stairwell is located at the northeastern corner of the building.

The north façade is feature-less brick work and modern multi-light sliding windows at the second and third floors. The window openings are square. The first floor features large window openings or truck loading docks have been in-filled with brick and covered with steel security grates.

The western and southern facades are subsumed within the second and third buildings.

The second and third buildings appear to be slightly more contemporaneous with the southeast slightly greater in age, per the Sanborn maps illustrated above. The southwest building is also a block building, two stories tall and constructed of reinforced brick with a flat roof. The buildings are conjoined at the east face, midway along the block, and via a recessed utilitarian type of entry. The west and south facades are similar in that the lower story features a dressed cement veneer along a type of projected block wall masonry with capstone painted red. The windows are tall vertical elements that have been heavily screened and conjoined to appear as one behind the screening along the west façade. These windows appear to feature a type of ventilation return system. The upper story is that of painted brick. The south façade retains the upper and lower story window arrangement, with the lower story brick in-filled, and the upper story heavily screened behind steel security grates.

The third building, the southeast building, is the more recent, but still of historic era. This building is large warehouse structure of Modern block building style and features a thin dressed cement veneer, flat roof, and ribbon window arrangement along the south façade and north façade, and large steel roll-up bay doors at the street level. The windows of the east façade have all been in-filled with brick. Although not visible at ground-level, cupola structures provide for decorative ventilation at the rooftop.



Primary Address: 801 E COMMERCIAL ST
 Other Address: 807 E COMMERCIAL ST
 811 E COMMERCIAL ST
 817 E COMMERCIAL ST
 821 E COMMERCIAL ST
 Name:
 Year built: 1906
 Architectural style: Vernacular

Context 1:

Context:	Industrial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Early Industrial Development, 1880-1945
Sub theme:	No SubTheme
Property type:	Industrial
Property sub type:	No Sub-Type
Criteria:	A/1/1
Status code:	3S;3CS;5S3
Reason:	Excellent and rare example of a 1906 industrial building in Los Angeles' primary industrial district; one of few remaining examples from this period.

NEW YORK JUNK CO.

Update DPR (2017)

Attachments

Records Search: DPR (2002) & SHPO Letter (2004)

CONTINUATION SHEET

Page 1 of 2 *Property Name: New York Junk Company
*Recorded by Margaret Roderick, ICF *Date September 29, 2017 *Update

Address: 825 E. Commercial Street (Listed in the HRI as 622 Frontage Road), Los Angeles, CA 90012
Assessor's Parcel Number: 5173-019-901 and 5173-019-902; Lot 12
Present Use: Vacant
Historic Name: New York Junk Company
Current Owner: LACMTA, One Gateway Plaza, Los Angeles, CA 90012-2952

B10. Significance Updated:

The New York Junk Company at 825 E. Commercial Street was previously surveyed in 2002 for the Los Angeles Union Station Run-Through Tract Project on behalf of Federal Railroad Administration (FRA) and Caltrans, and was assigned a California Historic Resource Code of 6Y2 (now 6Y, "determined ineligible for NR by consensus through Section 106 process-not evaluated for CR or Local Listing.") The California State Historic Preservation Officer (SHPO) concurred with FRA's determination that it is not eligible for the National Register of Historic Places (NRHP) on January 15, 2004. The SHPO letter indicates on page 2 that "None of the Remaining 7 pre-1957 architectural properties are eligible for inclusion on the NRHP under any of the criteria established by 36 CFR 60.4," which include Amay's Bakery and Noodle Company, New York Junk Company, Khan-Beck Company/Friedman Bag Company- Textile Division & the Friedman Bag Company Storage Building within the Area of Potential Impact (APE).

A site visit was conducted on September 27, 2017, to verify existing conditions of the resource located at 825 East Commercial Street. There is no new information to warrant revaluation, and no new demonstrable potential for historic significance appears likely. The building that was formerly New York Junk Company presently appears to be vacant. Otherwise the previous survey information recorded on the attached DPR form, including its eligibility finding, remain accurate. Applying the criteria outlined in Section 5024.1 of the California Public Resources Code, 825 E. Commercial Street is not a historical resource for the purposes of CEQA under any of the definitions in Section 15064(a) of the CEQA Guidelines, and the property retains its 6Y status code.

Survey Type: Intensive level survey

Report Citation: Metro Division 20 Turnaround Facility: Cultural Resources Memorandum.

CONTINUATION SHEET

Page 2 of 2 *Property Name: New York Junk Company

*Recorded by Margaret Roderick, ICF *Date September 29, 2017 *Update



New York Junk Co., front and east-side elevations, camera facing north. ICF, September 27, 2017.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HR # 1631642
Trinomial _____
NRHP Status Code 6Y2 - Pending SHPO Concurrence

PRIMARY RECORD

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2

* Resource Name or #: New York Junk Company, 825 E. Commercial St.

P1. Other Identifier: _____

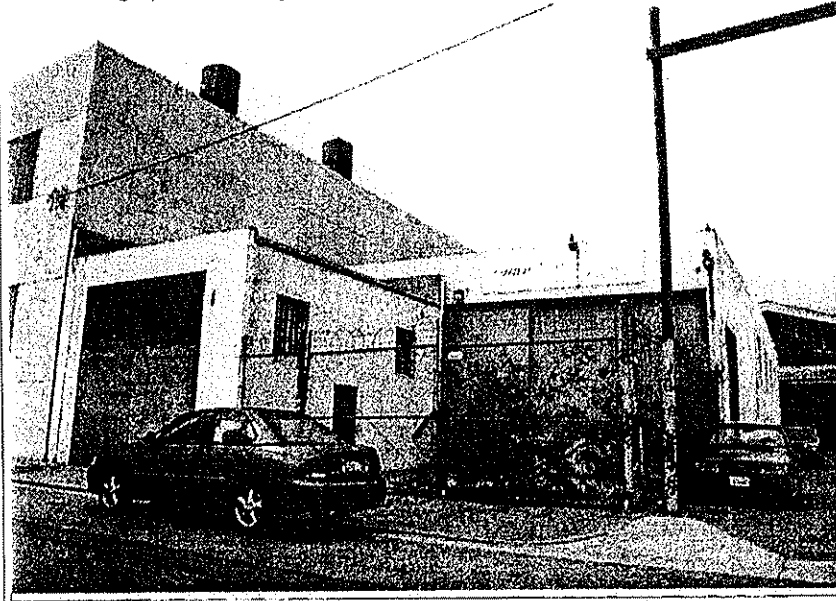
* P2. Location: Not for Publication Unrestricted a. County Los Angeles
b. USGS 7.5' Quad Los Angeles, CA Date 1981 T 1 S; R 13; W 1/4 of 1/4 of Sec _____; _____ B.M.
c. Address 825 E. Commercial St. City Los Angeles Zip 90012
d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____ mE/ _____ mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTM's, etc. as app
APE Map ID# 8; 622 E. Aliso Street; 622 E. Frontage Street; APN: 5173-019-901; Lots 9 and 10, Block F, Subdivision of the Aliso Tract.

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
There are two buildings on this parcel with the street address, 622 Frontage Street. The building facing Commercial Street, located on the south western corner of the parcel is a one-story industrial building with masonry block walls, a flat roof, a central side pedestrian door flanked by high windows facing easterly and a former vehicular door opening to Commercial Street. This building has been altered by the closure of both the pedestrian and vehicular doors with plywood panels. Security bars have been placed over the windows. The second building is located to the rear of the parcel. It is a one-story building with masonry walls, 50 feet by 80 feet in size, with a vehicular entrance facing Commercial Street and a rear, raised loading dock that is covered by a narrow, projecting flat roof supported by slender rectangular columns. There are both pedestrian doors and one roll-up loading dock door and several closed windows in this rear elevation that faces the former Frontage Street. A high chain link fence encloses the parcel. The buildings are examples of mid-twentieth century vernacular industrial buildings; they are in poor condition and appear to be vacant.

* P3b. Resource Attributes: (List attributes and codes) HP8 Industrial building

* P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, etc.)

Facing north west, 10/22/02, Photo #

DCP 1665

* P6. Date Constructed/Age and Sources:
 Prehistoric Historic Both

1946

1946 L.A. City Building Permit

* P7. Owner and Address:

L A Co. Metro. Trans. Authority

One Gateway Plaza

Los Angeles, CA 90012-2952

P--Private

* P8. Recorded by: (Name, affiliation, address)

Alma Carlisle

Myra L. Frank & Associates, Inc.

811 W. Seventh Street

Los Angeles, CA 90017

* P9. Date Recorded: 10/31/2002

* P10. Survey Type: (Describe)

Intensive Survey Effort

Section 106 Compliance

P-- Project Review

* P11. Report Citation: (Cite survey report/other sources or "none") Los Angeles Union Station Run-Through Track Project Federal Railroad Administration and Caltrans Historic Properties Survey Report July 2003.

* Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record
 Photograph Record Other: (List) _____

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HR # _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

* NRHP Status Code 6Y2.-Pending SHPO Concurrence

* Resource Name or #: New York Junk Company, 825 E. Commercial St.

B1. Historic Name: New York Junk Company.

B2. Common Name: Ranch Fresh Produce

B3. Original Use: Industrial B4. Present Use: Vacant

* B5. Architectural Style: Mid-twentieth Century Vernacular

* B6. Construction History: (Construction date, alterations, and date of alterations.)

No permit was found for the small, freestanding building facing Commercial Street identified as a truck storage building on a 1973 Sanborn Insurance Map. Building Permit #21739 (July 19, 1946) was issued to the New York Junk Company for the construction of the rear building. O. M. Bloch was the licensed engineer and the valuation of this work was \$13,500. Permit #10468 was issued to the New York Junk Company on March 8, 1951 for the addition of a covered loading and storage platform at the rear- engineer, J. M. Fratt; contractor, Eugene Smith.

* B7. Moved? No Yes Unknown Date: _____ Original Location: _____

* B8. Related Features:

Chain link fence with a vehicular gate enclosing a small parking pad. Both the fence and the gate are topped with razor wire. There is a side walk at the Commercial Street side.

B9a. Architect: O. M. Bloch, Licensed Engineer b. Builder: Unknown

* B10. Significance: Theme Mid-20th Century Industrial Area Los Angeles

Period of Significance 1940s Property Type Industrial Storage Applicable Criteria N.A.

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The resource located at 622 E. Frontage Street (825 E. Commercial Street or 622 Aliso Street) was originally used for sorting and storing junk by the New York Junk Company. The resource includes two (2) buildings. This company specialized in "Metal, Rubber, Iron, Sacks and Bottles." Joseph Rottenberg of 1026 Sentinel Avenue was the company owner. The resource was later used as a beverage warehouse. The resource is an example of the purely functional, unadorned, utilitarian structures of the area. The two buildings now appear to be vacant and in poor condition. When constructed, the resource was located in the historic East Los Angeles Industrial District. This area has undergone multiple changes in use. The general area was an early agricultural section of the City devoted to vineyards and wineries, then it became heavily industrial in character, a use that declined in the mid 1900s and is now undergoing a renaissance for residential loft usage and again continued industrial use. These buildings, although in poor condition, generally maintain their original integrity; however, they are not architecturally significant when compared with other industrial buildings in the East Los Angeles Industrial Area. Further, this resource has no known association with persons or events important to local, state or national history. The resource does not appear to be eligible for listing in the National Register of Historic Places.

B11. Additional Resource Attributes: (List attributes and codes): _____

* B12. References:

- Los Angeles County Archives; City of Los Angeles Department of Building & Safety Archives;
- TRWExperian, Sanborn Insurance Maps, 1909; Los Angeles City Directories,
- NaviGate LaI, Bureau of Engineering Maps

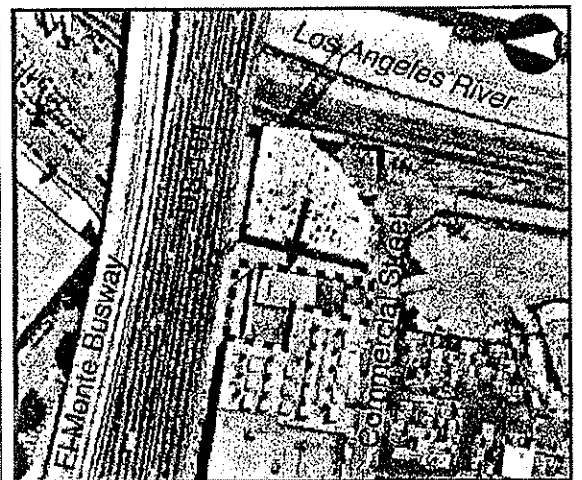
B13. Remarks:

* B14. Evaluator: Richard Starzak

Date of Evaluation: 2/20/03

(This space reserved for official comments.)

(Sketch map with north arrow required)



None of the following properties that pre-date 1957 appear to be eligible for inclusion in the National Register and they are not historical resources under CEQA:

Properties that have been Previously Determined Ineligible for Inclusion in the National Register

Name	Address/Location	Community	Map Reference Number
Highway 101 Bridge over the Los Angeles River, Bridge #53-0405	Highway 101 crossing the Los Angeles River	Los Angeles	06

Properties that are Not Eligible for Inclusion in the National Register

Name	Address/Location	Community	Map Reference Number
163641 Amay's Bakery & Noodle Company	837 Commercial Street	Los Angeles	07
163642 New York Junk Company	622 Frontage Road and 825 Commercial Street	Los Angeles	08
163643 Kahn-Beck Co.; Friedman Bag Company --Textile Division	600-620 Center Street and 801-817 Commercial Street	Los Angeles	09
163644 Thomas R. Barrabee Store and Warehouse	611-615 Ducommun Street	Los Angeles	10
163645 Friedman Bag Company -- Storage Building	500 Garey Street	Los Angeles	11
163646 Los Angeles Casing Company	710-714 Ducommun Street	Los Angeles	12
163647 LAUSD District H Facilities Services and Maintenance Operations	611 Jackson Street	Los Angeles	13

Six (6) properties, which were constructed in 1957 or after, are located within the APE; in accordance with the "Interim Policy for the Treatment of Buildings Constructed in 1957 or Later," none of these appear to be eligible for inclusion in the National Register, are not historical resources under CEQA, and required no further study.

Los Angeles Union Station Area of Potential Effects Map Map 3



AREA OF POTENTIAL EFFECTS

Los Angeles Union Station Project
Los Angeles County, California
Caltrans No. (PM) 07-LA-101-KP 0 89
EA 033004

FHWA Transportation Engineer *David M. Valentin* Date *3/24/03*
FRA

Caltrans District Environmental Branch Chief *Harry Johnson* Date *3/16/03*

The Area of Potential Effects (APE) boundary for the proposed project includes the area within the maximum required right-of-way, easements (temporary and permanent), all railroad properties subject to temporary or permanent changes in access (ingress and egress), and areas where visual or audible changes could occur outside the required right-of-way. North of Union Station, the APE follows the railroad Right of Way until joining tracks east of Mission Junction.

1. Mission Tower, 1432 Alhambra Ave. Year Built: 1916. *
Enlarged: 1938
2. Terminal Tower, 413 Bauchet St., Year Built: 1938 *
3. Vignes Street Undercrossing, Bridge #53C-1764,
Year Built: 1937 *
4. Macy Street Undercrossing, Bridge #53C-131, Year Built:
1931 *
5. Los Angeles Union Passenger Terminal, 800 Alameda St.,
Year Built: 1939 *
6. Highway 101 Bridge over the Los Angeles River, Bridge
#53-0405, Year Built: 1944; Altered: 1955
7. Arny's Bakery & Noodle Company, 837 Commercial St.
Year Built: 1939-1944
8. New York Junk Company, 825 Commercial St., Year Built:
1946
9. Friedman Bag Co. - Textile Division, 801-817 Commercial
St., Year Built: 1902; 1906; 1941
10. Thomas R. Barrabee Store and Warehouse, 611-615
Ducommun St., Year Built: 1926
11. Friedman Bag Co. - Storage Building, 500 Garey St.,
Year Built: 1955
12. Los Angeles Casing Co., 710-714 Ducommun St.,
Year Built: 1920
13. LAUSD District H Facilities Services and Maintenance
Operations, 611 Jackson St., Year Built: 1937
14. First Street Viaduct over the Los Angeles River, Bridge
#53C-1166, Year Built: 1929 *
15. Car Supply/Repair Shop, 900 Block Avila Street, Year
Built: 1939 *

Legend
 Alternative A-1
 Alternative A
 Area of Potential Effects Boundary
 Union Station National Register Boundary



Sources: City of Los Angeles, 2002; Myra L. Frank & Associates, Inc., 2002-2003.

* - Eligible Property

100-188247

19-188247

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**



P.O. BOX 942896
SACRAMENTO, CA 94296-0001
(916) 653-6624 Fax: (916) 653-9824
calshpo@ohp.parks.ca.gov
www.ohp.parks.ca.gov

January 15, 2004

REPLY TO: FRA031117A

Ronald Kosinski, District Director
Division of Environmental Planning
California State Department of Transportation, District 7
120 S. Spring Street
Mail Stop #16-A
LOS ANGELES CA 90012

Re: Historic Property Survey Report and Finding of No Adverse Effect Report for the Los Angeles Union Station Run-Through Tracks Project, Los Angeles, Los Angeles County.

Dear Mr. Kosinski:

Thank you for submitting to our office, on behalf of the Federal Railroad Administration (FRA), your November 3, 2003 letter, Environmental Impact Report/Environmental Impact Statement (EIR/EIS), Historic Property Survey Report (HPSR) and Finding of No Adverse Effect (FNAE) documentation regarding the proposed Los Angeles Union Station Run-Through Tracks Project in the City of Los Angeles, Los Angeles County. FRA, in conjunction with AMTRAK, is proposing to extend the tracks from the existing stub-end tracks at Los Angeles Union Station (Union Station) to provide "run-through" capabilities for four of the ten stub-end tracks at the station. Union Station is listed on the National Register of Historic Places (NRHP).

The extension would involve construction of a railroad bridge span over the El Monte Busway and U.S. 101. The elevated rail structure would continue south then east from U.S. 101, forming an S-curve that would transition to grade and reconnect to the existing Burlington Northern Santa Fe (BNSF) mainline tracks along the west bank of the Los Angeles River, north of the 1st Street Bridge. This would allow some of the trains that use Union Station to avoid the current pull-in/back out situation. The project may also require some reconfiguration of the Union Station passenger platforms, changes in pedestrian access at the tunnel level, possibly depressing the baggage handling access road at the south end of the station, ADA improvements to pedestrian ramps and stairways, as well as relocation and installation of utilities. Two alternatives (Alternative A and Alternative A-1) are under consideration for this undertaking. They are described in detail on Page 7 of the HPSR and Page 6 of the FNAE documentation. The proposed Areas of Potential Effects (APEs), as delineated for both proposed alternatives, appear adequate and meet the definition set forth in 36 CFR 800.16(d).

FRA is seeking my comments on its determination of the eligibility of eight (8) pre-1957 architectural properties located within the proposed project APEs for inclusion on the NRHP in accordance with 36 CFR 800, regulations implementing Section 106 of the National Historic Preservation Act. The HPSR also identified six (6) post-1957 architectural properties within

the project APE and determined them ineligible for inclusion on the NRHP. I do not object to FRA's finding regarding these six (6) post-1957 properties. The HPSR also identified six properties located within the proposed project APEs that are either listed on, or have been determined, by consensus, to be eligible for inclusion on, the NRHP. I have no objection to these properties retaining their current NRHP eligibility status. The documentation also identifies two archeological properties that were located within the project APEs. These properties are:

- CA-LAN-1575/H - a site containing both prehistoric components and extensive historic-era components.
- AE-UPT-01H - an industrial lead track constructed between 1894 and 1906 to serve the no longer extant Maier & Zobelein Brewery which was located at the northwest corner of Commercial and Vignes Streets.

A review of the HPSR leads me to concur with FRA's determination regarding the aforementioned pre-1957 architectural properties:

- ^{CC9} The Mission Tower located at 1436 Alhambra Avenue is eligible for inclusion on the NRHP at the level of local significance under Criteria A and C as defined in 36 CFR 60.4. The structure has strong associations with the operation and monitoring of train traffic at Union Station and was an integral part of the station's operations in the historic period spanning the years 1916 to 1996. The structure has maintained sufficient integrity of design, materials, workmanship, setting, and feeling associated with its historic period of significance.
- ^{CC10} None of the remaining 7 pre-1957 architectural properties are eligible for inclusion on the NRHP under any of the criteria established by 36 CFR 60.4. The properties have no strong associations with significant historical events or persons and are not examples of outstanding architectural or engineering design or function.

Regarding the aforementioned archeological properties I have the following comments:

- **CA-LAN-1575/H -**

I have not found evidence that SHPO concurred with any previous determination of NRHP eligibility for this property. If you have documentation attesting to SHPO concurrence, please provide it as soon as possible. I agree that there is a high potential that portions of this site extend into the current project's APE.

- **Site AE-UPT-01H -**

The documentation states the property appears eligible to the National Register under Criterion D because it may yield information about the materials and location of typical industrial lead tracks associated with a precursor of the AT&SF Railway. The report does not include a research design that explains the information this property may contain, nor does it contain an explanation of why understanding more about materials and location of typical industrial lead tracks is considered important in any specific

163640
 • 163641
 • 163642
 • 163643
 • 163644
 • 163645
 • 163646
 • 163647

historic context. Absent this information, I at this time unable to concur in this eligibility determination.

FRA is also seeking my comments on its determination of the effects the proposed project alternatives will have on historic properties in accordance with 36 CFR 800. My review of the submitted FOE documentation leads me to concur with FRA on the following:

- The proposed project alternatives, as described, would have no adverse effect on the following National Register-eligible architectural properties:
 - Los Angeles Union Station
 - Los Angeles Union Station Tower (Terminal Tower)
 - Macy Avenue/Cesar Chavez Avenue Bridge
 - Vignes Street Bridge
 - 1st Street Viaduct
 - Mission Tower
 - Car Supply/Repair Shop
 - AT&SF Railway Redondo Junction Master Mechanic & Locomotive Supervisors Offices

The proposed project alternatives will not significantly alter or change those characteristics that qualify these properties for inclusion on the NRHP. In addition, numerous alterations that have occurred at Union Station as a result of the El Monte Busway Extension project in 1987 and the Metro Rail Line project in 1991 have introduced elements that have slightly altered the property's historic design, materials, and setting associated with its 1939 appearance. It is these modified elements that the proposed project is designed to have the greatest impact on.

The FOE documentation concludes there is a high potential that CA-LAN-1575/H, AE-UPT-01, and possibly other as yet unknown archaeological deposits may all be subject to adverse effects during construction of this undertaking. It does appear that there is a potential for an adverse effect to these properties should they be determined or considered National Register eligible. The report proceeds to recommend measures to mitigate the prospective adverse effect of this undertaking. It recommends preparing a *Project Treatment Plan for Historic Properties Discovered during Project Implementation* that will discuss how FRA will resolve any adverse effects upon newly discovered properties that may be historic during the implementation of the project. I would like to review this document as part of our Section 106 consultation. The FOE identifies six mitigation measures that could be included in an MOA. I recommend these mitigation measures be addressed in the proposed Treatment Plan. The specific details of mitigation measure CR-1 (how and when archaeological resources will be identified, evaluated, and treated) are crucial to appropriate compliance with Section 106 of the National Historic Preservation Act. Other mitigation measures suggest avoidance will be considered. If identification and evaluation of historic properties will truly proceed apace with construction, it seems that avoidance is not a realistic option. The proposed Treatment Plan should discuss only reasonable options to mitigate adverse effects to prospective historic properties within the APE for this undertaking.

FRA has indicated on Pages 12 and 13 of its HPSR that it has held scoping meetings with, and written letters to, local government agencies and interested parties in period dating from June 2002 to January 2003. As of September 2003, FRA received no written responses to its letters from the interested parties listed on the aforementioned pages of the HPSR. It is unclear whether this lack of written responses to FRA's letters constitutes the full range of possible responses from interested parties that would verify their concurrence or non-concurrence with the project and its potential effects on historic properties. Please provide, at your earliest possible convenience, any additional evidence or information that would convey the views of the aforementioned interested parties about the proposed project and its impact on historic properties.

Thank you again for seeking my comments on your project. If you have any questions, please contact staff historian Clarence Caesar by phone at (916) 653-8902, or by e-mail at ccaes@ohp.parks.ca.gov.

Sincerely,



Dr. Knox Mellon
State Historic Preservation Officer

AMAYS BAKERY

Update DPR (2017)

Attachments

Records Search: DPR (2002) & SHPO Letter (2004)

CONTINUATION SHEET

Page 1 of 2 Property Name: Amay's Bakery and Noodle Company

*Recorded by Margaret Roderick, ICF *Date September 29, 2017 *Update

Address: (As listed in the HRI) 837 E. Commercial Street, Los Angeles, CA 90012

Assessor's Parcel Number: 5173-019-011 (updated from former APN: 5173-019-009).

Present Use: Industrial

Historic Name: Maier Brewing Company (now demolished); Beer Warehouse

Current Owner: Unknown

*B10. Significance Updated:

Amay's Bakery and Noodle Company at 837 E. Commercial Street was previously surveyed in 2002 for the Los Angeles Union Station Run-Through Tract Project on behalf of Federal Railroad Administration (FRA) and Caltrans, and was assigned a California Historic Resource Code of 6Y2 (now 6Y, "determined ineligible for NR by consensus through Section 106 process-not evaluated for CR or Local Listing.") The California State Historic Preservation Office (SHPO) concurred with FRA's determination that it is not eligible for the National Register of Historic Places (NRHP) on January 15, 2004. The SHPO letter indicates on page 2 that "None of the Remaining 7 pre-1957 architectural properties are eligible for inclusion on the NRHP under any of the criteria established by 36 CFR 60.4," which include Amay's Bakery and Noodle Company, New York Junk Company, Khan-Beck Company/Friedman Bag Company-Textile Division & the Friedman Bag Company Storage Building within the Area of Potential Impact (APE).

A site visit was conducted on September 27, 2017, to verify existing conditions of the resource located at 837 East Commercial Street. There is no new information to warrant reevaluation, and no new demonstrable potential for historic significance appears likely. In addition, Los Angeles Department of Building and Safety permit records were searched on October 9, 2017, but permits are still not available for this property. Aside from the above-listed change to the APN number, the previous survey information recorded on the attached DPR form remains accurate. Applying the criteria outlined in Section 5024.1 of the California Public Resources Code, 837 E. Commercial Street is not a historical resource for the purposes of CEQA under any of the definitions in Section 15064(a) of the CEQA Guidelines, and the property retains its 6Y status code.

Survey Type: Intensive level survey

Report Citation: Metro Division 20 Turnaround Facility: Cultural Resources Memorandum.

CONTINUATION SHEET

Page 2 of 2 Property Name: Amay's Bakery and Noodle Company

*Recorded by Margaret Roderick, ICF *Date September 29, 2017 *Update



Primary and west elevation of Amay's Bakery and Noodle. View: NE. Photo: ICF, September 27, 2017.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HR # 163641
Trinomial _____
NRHP Status Code 6Y2, -Pending SHPO Concurrence

PRIMARY RECORD

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2

* Resource Name or #: Amay's Bakery and Noodle Co.

P1. Other Identifier: _____

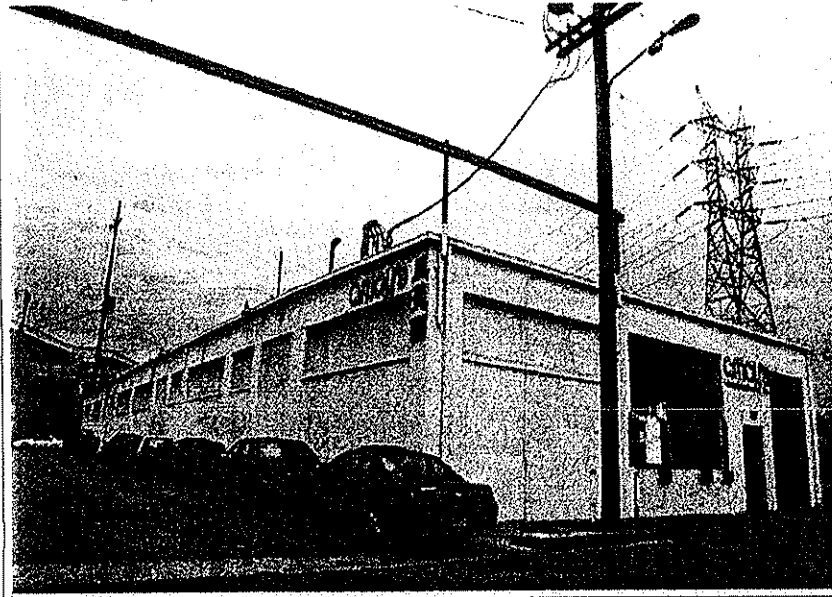
* P2. Location: Not for Publication Unrestricted a. County Los Angeles
b. USGS 7.5' Quad Los Angeles, CA Date 1981 T 1S; R 13; W 1/4 of 1/4 of Sec. _____; _____ B.M.
c. Address 837 E. Commercial St. City Los Angeles Zip 90012
d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____ mE/ _____ mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTM's, etc. as app
APE Map ID# 7; Former addresses were 636 Aliso Street and 636 Frontage Road; APN: 5173-019-009; Sub of the Aliso Tract portion of Lots 1 to 3, 5, 7, 8 (Ex of Sts) Lots 4 and 6.

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
Amay's Bakery and Noodle Company, 837 E. Commercial Street, is a tall, freestanding, one-story, industrial building designed in the Utilitarian style. It is located on a wedge shaped parcel bounded by Frontage Road, Commercial Street, and the Los Angeles River. Today's building has a wedge shaped plan, with a curved wall on the eastern elevation or river side, connected by a diagonal wall to a straight facade on the Commercial Street side. The roof is flat with skylights and a continuous flat coping. The existing building, formerly a warehouse with a large open loading dock on the eastern side, has been modified by the enclosure of this loading dock. The warehouse element is of reinforced concrete construction with brick curtain walls and a wood truss roof; the loading dock roof was supported by steel posts. The enclosed loading dock area now houses a single, raised loading dock. A second raised loading dock and pedestrian entrance are located on the Commercial Street elevation. Brick infill and closed window openings occur evenly along the Commercial Street elevation as well as the western elevation. Additional features include a tall iron fence topped with razor wire, a vehicular gate topped with razor wire, a small paved parking lot, wall mounted perimeter lighting, and raised identification signage mounted on wall "amay's bakery and noodle co."

* P3b. Resource Attributes: (List attributes and codes) HP8 Industrial building

* P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, etc.)

Facing northwesterly, 09/05/02, Photo # DCP 1666

* P6. Date Constructed/Age and Sources:
 Prehistoric Historic Both

1944 L. A. Co. Assessor's Records

1939 Experian Files

* P7. Owner and Address:

Hom Leung-On
837 E. Commercial Street
Los Angeles, CA 90012
P--Private

* P8. Recorded by: (Name, affiliation, address)

Alma Carlisle
Myra L. Frank & Assoc., Inc.
811 W. Seventh Street
Los Angeles, CA 90017

* P9. Date Recorded: 10/23/2002

* P10. Survey Type: (Describe)

Intensive Survey Effort
Section 106 Compliance
P-- Project Review

* P11. Report Citation: (Cite survey report/other sources or "none") Los Angeles Union Station Run-Through Track Project Federal Railroad Administration and Caltrans Historic Properties Survey Report July 2003

* Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record
 Photograph Record Other: (List) _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HR # _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

* NRHP Status Code 6Y2 - Pending SHPO Concurrence

- * Resource Name or #: Amay's Bakery and Noodle Co.
- B1. Historic Name: Beer Warehouse
- B2. Common Name: amay's bakery and noodle co.
- B3. Original Use: Industrial B4. Present Use: Industrial
- * B5. Architectural Style: Early Twentieth Century Vernacular
- * B6. Construction History: (Construction date, alterations, and date of alterations.)
Experian Files identify this building as a 20,984 square foot warehouse constructed in 1939 but was probably built in 1943 when the improvements on the property improved. No records of building permits for construction or alterations for this warehouse were found in the Los Angeles Department of Building & Safety Permit Archives. Sanborn Insurance Maps show a warehouse with a riverside loading dock in 1953. This loading dock is now enclosed and is a part of the composite building.
- * B7. Moved? No Yes Unknown Date: _____ Original Location: _____
- * B8. Related Features:
Parking Lot and perimeter fencing.

B9a. Architect: Unknown b. Builder: Unknown

- * B10. Significance: Theme Industrial Area Los Angeles
Period of Significance 1939 Property Type Industrial Applicable Criteria _____
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Amay's Bakery and Noodle Co. is located within the Original City of Los Angeles boundaries in an early Subdivision of the Aliso Tract. The Aliso Tract was recorded in 1878 and took its name from the great sycamore tree which grew at the Louis Vignes winery and served as an early Los Angeles landmark. The building was constructed in 1939 during the period when this area was changing from earlier agricultural and residential uses to become the historic Los Angeles Industrial Area. This area developed industrial uses because of its proximity to the Los Angeles River and the main freight line of the Atchison, Topeka and Santa Fe Railroad. This building and other industrial buildings on Commercial Street were served by this railroad and historically spurs ran parallel to the easterly, southern and western sides of this building. An assessed improvement on this parcel was documented in 1944, when Leonard and Rose Chudacoff were assessed \$11,750 for this property that they purchased on November 2, 1943. Earlier, the parcels had been owned by the Maier Brewing Company, A, T & S Fe Railroad and Edward R. Kellam. The building neither retains its original design integrity, nor does it embody distinctive characteristics of a type, period or method of construction. Research does not associate the building with significant persons or events that have made a significant contribution to the broad patterns of our history. Therefore, this building does not appear to be eligible for listing in the National Register. of Historic Places under Criterion A, B, C, or D or listing in the California Register of Historic Resources.

B11. Additional Resource Attributes: (List attributes and codes): _____

- * B12. References:
Sanborn Insurance Maps: 1953 and 1973 #282.

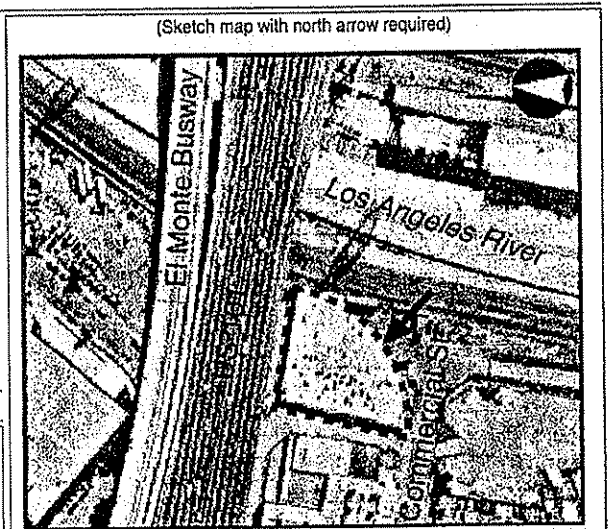
Experian Files, L. A. County Assessor's Archives, L. A. City Directories

Los Angeles Department of Building & Safety Building Permit Archives

B13. Remarks:

* B14. Evaluator: Richard Starzak
Date of Evaluation: 10/23/02

(This space reserved for official comments.)



None of the following properties that pre-date 1957 appear to be eligible for inclusion in the National Register and they are not historical resources under CEQA:

Properties that have been Previously Determined Ineligible for Inclusion in the National Register

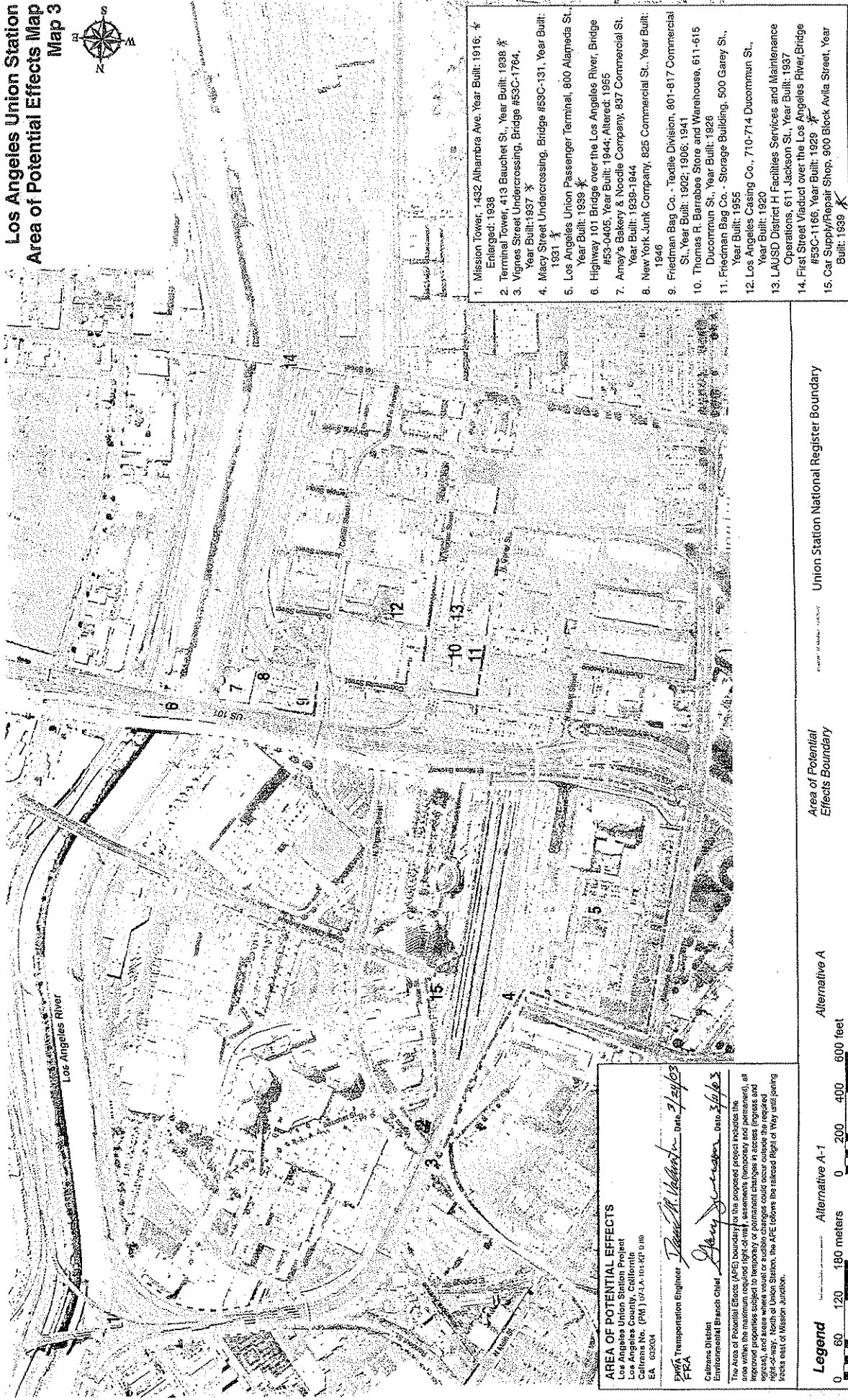
Name	Address/Location	Community	Map Reference Number
Highway 101 Bridge over the Los Angeles River, Bridge #53-0405	Highway 101 crossing the Los Angeles River	Los Angeles	06

Properties that are Not Eligible for Inclusion in the National Register

Name	Address/Location	Community	Map Reference Number
163641 Amay's Bakery & Noodle Company	837 Commercial Street	Los Angeles	07
163642 New York Junk Company	622 Frontage Road and 825 Commercial Street	Los Angeles	08
163643 Kahn-Beck Co.; Friedman Bag Company --Textile Division	600-620 Center Street and 801-817 Commercial Street	Los Angeles	09
163644 Thomas R. Barrabee Store and Warehouse	611-615 Ducommun Street	Los Angeles	10
163645 Friedman Bag Company -- Storage Building	500 Garey Street	Los Angeles	11
163646 Los Angeles Casing Company	710-714 Ducommun Street	Los Angeles	12
163647 LAUSD District H Facilities Services and Maintenance Operations	611 Jackson Street	Los Angeles	13

Six (6) properties, which were constructed in 1957 or after, are located within the APE; in accordance with the "Interim Policy for the Treatment of Buildings Constructed in 1957 or Later," none of these appear to be eligible for inclusion in the National Register, are not historical resources under CEQA, and required no further study.

Los Angeles Union Station Area of Potential Effects Map 3



1. Mission Tower, 1432 Alhambra Ave. Year Built: 1916; *
Enlarged: 1938
2. Terminal Tower, 413 Baughet St. Year Built: 1838 *
3. Vignes Street Undercrossing, Bridge #53C-1764,
Year Built: 1937 *
4. Macy Street Undercrossing, Bridge #53C-131, Year Built:
1931 *
5. Los Angeles Union Passenger Terminal, 800 Alameda St.,
Year Built: 1939 *
6. Highway 101 Bridge over the Los Angeles River, Bridge
#53-0405, Year Built: 1944; Altered: 1965
7. Amey's Bakery & Needle Company, 837 Commercial St.,
Year Built: 1939-1944
8. New York Jmk Company, 825 Commercial St., Year Built:
1946
9. Friedman Bag Co., Textile Division, 801-817 Commercial
St., Year Built: 1902; 1906; 1941
10. Thomas R. Barrabee Store and Warehouse, 611-615
Ducommun St., Year Built: 1926
11. Friedman Bag Co., Storage Building, 500 Garey St.,
Year Built: 1955
12. Los Angeles Casing Co., 710-714 Ducommun St.,
Year Built: 1920
13. LAUSD District H Facilities Services and Maintenance
Operations, 611 Jackson St., Year Built: 1937
14. First Street Viaduct over the Los Angeles River, Bridge
#53C-1166, Year Built: 1929 *
15. Car Supply/Repair Shop, 900 Block Avila Street, Year
Built: 1969 *

* - Eligible Property

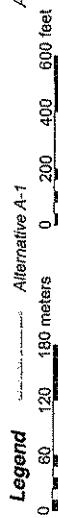
AREA OF POTENTIAL EFFECTS

Los Angeles Union Station
Los Angeles County, California
California No. (PM) 10-1A-101-017-010
EA 023204

PEWA Transportation Engineer *James R. Valentin* Date: 3/24/03

California District Environmental Branch Chief *Shirley J. ...* Date: 3/16/03

The Area of Potential Effects (APE) boundary in the proposed project includes the area within the maximum required right-of-way, easements (temporary and permanent), all improved properties subject to temporary or permanent changes in access (ingress and egress), and areas where visual or audible changes could occur outside the required right-of-way. North of Union Station, the APE follows the railroad right of way until joining the area west of Mission Junction.



Union Station National Register Boundary

Area of Potential Effects Boundary

Source: City of Los Angeles, 2002; Myra L. Frank & Associates, Inc., 2002-2003.

19-188247

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**



P.O. BOX 942896
SACRAMENTO, CA 94296-0001
(916) 653-6624 Fax: (916) 653-9824
calshpo@ohp.parks.ca.gov
www.ohp.parks.ca.gov

January 15, 2004

REPLY TO: FRA031117A

Ronald Kosinski, District Director
Division of Environmental Planning
California State Department of Transportation, District 7
120 S. Spring Street
Mail Stop #16-A
LOS ANGELES CA 90012

Re: Historic Property Survey Report and Finding of No Adverse Effect Report for the Los Angeles Union Station Run-Through Tracks Project, Los Angeles, Los Angeles County.

Dear Mr. Kosinski:

Thank you for submitting to our office, on behalf of the Federal Railroad Administration (FRA), your November 3, 2003 letter, Environmental Impact Report/Environmental Impact Statement (EIR/EIS), Historic Property Survey Report (HPSR) and Finding of No Adverse Effect (FNAE) documentation regarding the proposed Los Angeles Union Station Run-Through Tracks Project in the City of Los Angeles, Los Angeles County. FRA, in conjunction with AMTRAK, is proposing to extend the tracks from the existing stub-end tracks at Los Angeles Union Station (Union Station) to provide "run-through" capabilities for four of the ten stub-end tracks at the station. Union Station is listed on the National Register of Historic Places (NRHP).

The extension would involve construction of a railroad bridge span over the El Monte Busway and U.S. 101. The elevated rail structure would continue south then east from U.S. 101, forming an S-curve that would transition to grade and reconnect to the existing Burlington Northern Santa Fe (BNSF) mainline tracks along the west bank of the Los Angeles River, north of the 1st Street Bridge. This would allow some of the trains that use Union Station to avoid the current pull-in/back out situation. The project may also require some reconfiguration of the Union Station passenger platforms, changes in pedestrian access at the tunnel level, possibly depressing the baggage handling access road at the south end of the station, ADA improvements to pedestrian ramps and stairways, as well as relocation and installation of utilities. Two alternatives (Alternative A and Alternative A-1) are under consideration for this undertaking. They are described in detail on Page 7 of the HPSR and Page 6 of the FNAE documentation. The proposed Areas of Potential Effects (APEs), as delineated for both proposed alternatives, appear adequate and meet the definition set forth in 36 CFR 800.16(d).

FRA is seeking my comments on its determination of the eligibility of eight (8) pre-1957 architectural properties located within the proposed project APEs for inclusion on the NRHP in accordance with 36 CFR 800, regulations implementing Section 106 of the National Historic Preservation Act. The HPSR also identified six (6) post-1957 architectural properties within

the project APE and determined them ineligible for inclusion on the NRHP. I do not object to FRA's finding regarding these six (6) post-1957 properties. The HPSR also identified six properties located within the proposed project APEs that are either listed on, or have been determined, by consensus, to be eligible for inclusion on, the NRHP. I have no objection to these properties retaining their current NRHP eligibility status. The documentation also identifies two archeological properties that were located within the project APEs. These properties are:

- CA-LAN-1575/H - a site containing both prehistoric components and extensive historic-era components.
- AE-UPT-01H - an industrial lead track constructed between 1894 and 1906 to serve the no longer extant Maier & Zobelein Brewery which was located at the northwest corner of Commercial and Vignes Streets.

A review of the HPSR leads me to concur with FRA's determination regarding the aforementioned pre-1957 architectural properties:

- ^{CC9} The Mission Tower located at 1436 Alhambra Avenue is eligible for inclusion on the NRHP at the level of local significance under Criteria A and C as defined in 36 CFR 60.4. The structure has strong associations with the operation and monitoring of train traffic at Union Station and was an integral part of the station's operations in the historic period spanning the years 1916 to 1996. The structure has maintained sufficient integrity of design, materials, workmanship, setting, and feeling associated with its historic period of significance.
- ^{CC10} None of the remaining 7 pre-1957 architectural properties are eligible for inclusion on the NRHP under any of the criteria established by 36 CFR 60.4. The properties have no strong associations with significant historical events or persons and are not examples of outstanding architectural or engineering design or function.

Regarding the aforementioned archeological properties I have the following comments:

- **CA-LAN-1575/H -**

I have not found evidence that SHPO concurred with any previous determination of NRHP eligibility for this property. If you have documentation attesting to SHPO concurrence, please provide it as soon as possible. I agree that there is a high potential that portions of this site extend into the current project's APE.

- **Site AE-UPT-01H -**

The documentation states the property appears eligible to the National Register under Criterion D because it may yield information about the materials and location of typical industrial lead tracks associated with a precursor of the AT&SF Railway. The report does not include a research design that explains the information this property may contain, nor does it contain an explanation of why understanding more about materials and location of typical industrial lead tracks is considered important in any specific

163640
 • 163641
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 • 163644
 • 163645
 • 163646
 • 163647

historic context. Absent this information, I at this time unable to concur in this eligibility determination.

FRA is also seeking my comments on its determination of the effects the proposed project alternatives will have on historic properties in accordance with 36 CFR 800. My review of the submitted FOE documentation leads me to concur with FRA on the following:

- The proposed project alternatives, as described, would have no adverse effect on the following National Register-eligible architectural properties:
 - Los Angeles Union Station
 - Los Angeles Union Station Tower (Terminal Tower)
 - Macy Avenue/Cesar Chavez Avenue Bridge
 - Vignes Street Bridge
 - 1st Street Viaduct
 - Mission Tower
 - Car Supply/Repair Shop
 - AT&SF Railway Redondo Junction Master Mechanic & Locomotive Supervisors Offices


The proposed project alternatives will not significantly alter or change those characteristics that qualify these properties for inclusion on the NRHP. In addition, numerous alterations that have occurred at Union Station as a result of the El Monte Busway Extension project in 1987 and the Metro Rail Line project in 1991 have introduced elements that have slightly altered the property's historic design, materials, and setting associated with its 1939 appearance. It is these modified elements that the proposed project is designed to have the greatest impact on.

The FOE documentation concludes there is a high potential that CA-LAN-1575/H, AE-UPT-01, and possibly other as yet unknown archaeological deposits may all be subject to adverse effects during construction of this undertaking. It does appear that there is a potential for an adverse effect to these properties should they be determined or considered National Register eligible. The report proceeds to recommend measures to mitigate the prospective adverse effect of this undertaking. It recommends preparing a *Project Treatment Plan for Historic Properties Discovered during Project Implementation* that will discuss how FRA will resolve any adverse effects upon newly discovered properties that may be historic during the implementation of the project. I would like to review this document as part of our Section 106 consultation. The FOE identifies six mitigation measures that could be included in an MOA. I recommend these mitigation measures be addressed in the proposed Treatment Plan. The specific details of mitigation measure CR-1 (how and when archaeological resources will be identified, evaluated, and treated) are crucial to appropriate compliance with Section 106 of the National Historic Preservation Act. Other mitigation measures suggest avoidance will be considered. If identification and evaluation of historic properties will truly proceed apace with construction, it seems that avoidance is not a realistic option. The proposed Treatment Plan should discuss only reasonable options to mitigate adverse effects to prospective historic properties within the APE for this undertaking.

FRA has indicated on Pages 12 and 13 of its HPSR that it has held scoping meetings with, and written letters to, local government agencies and interested parties in period dating from June 2002 to January 2003. As of September 2003, FRA received no written responses to its letters from the interested parties listed on the aforementioned pages of the HPSR. It is unclear whether this lack of written responses to FRA's letters constitutes the full range of possible responses from interested parties that would verify their concurrence or non-concurrence with the project and its potential effects on historic properties. Please provide, at your earliest possible convenience, any additional evidence or information that would convey the views of the aforementioned interested parties about the proposed project and its impact on historic properties.

Thank you again for seeking my comments on your project. If you have any questions, please contact staff historian Clarence Caesar by phone at (916) 653-8902, or by e-mail at ccaes@ohp.parks.ca.gov.

Sincerely,



Dr. Knox Mellon
State Historic Preservation Officer

JACKSON BUS TERMINAL/ 410 CENTER STREET

Update DPR (2017)

Attachments

Records Search: DPR (2014)

CONTINUATION SHEET

Page 1 of 2 *Property Name: Jackson Bus Terminal; 410 Center Street

*Recorded by Margaret Roderick, ICF *Date September 29, 2017 *Update

Address: 410 Center Street, Los Angeles, CA 90012

Assessor's Parcel Number: 5173-621-905

Present Use: LACMTA Center/Jackson Bus Terminal

Historic Name: Manley Oil Company/ Southern California Gas Company (demolished)

Current Owner: LACMTA, One Gateway Plaza, Los Angeles, CA 90012-2952

B10. Significance Updated:

410 Center Street was previously surveyed in 2014 for the Metro Operations Control Center Project and was assigned a California Historic Resource Code of 6Z- "Determined ineligible for NR, CR, or Local Listing as a result of survey evaluation." At that time, the building was evaluated for the National Register of Historic Places (NRHP) and California Register of Historic Resources (CRHR).

A site visit was conducted on September 27, 2017 to verify existing conditions of the resource located at 410 Center Street. Earlier evaluations for the parcel identify it as the Manley Oil Company/ Southern California Gas Company. However, all resources associated to those entities appear to have been demolished, and the property is presently the Los Angeles County Metropolitan Transit Authority (LACMTA) Center/ Jackson Bus Terminal. Otherwise, the previous survey information recorded on the attached DPR form, including its State Historical Resource Status Code, remains accurate. No new information indicating a demonstrable potential for historic significance is present that would warrant the revaluation of this property. Applying the criteria outlined in Section 5024.1 of the California Public Resources Code, 410 Center Street is not a historical resource for the purposes of CEQA under any of the definitions in Section 15064(a) of the CEQA Guidelines, and the property retains its 6Y status code.

Survey Type: Intensive level survey

Report Citation: Metro Division 20 Turnaround Facility: Cultural Resources Memorandum.



North and west elevations of 410 Center Street. View: SW. Photo: ICF, September 25, 2017.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code

Reviewer

Date

Page 1 of 3

*Resource Name or #: 410 Center Street

P1. Other Identifier: Southern California Gas Ducommun Street Plant

***P2. Location:** Not for Publication Unrestricted

*a. County: Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: Los Angeles

Date: 2012 T ; R ; ¼ of ¼ of Sec ; B.M.

c. Address: 410 Center Street

City: Los Angeles, CA

Zip: 90012

d. UTM: Zone: 11S; 386380 mE/ 3768553 mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 270 feet
Southeast corner of Center Street and Ducommun Street. Assessor's Parcel Number 5173-021-905.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The property is enclosed by a brick fence and is the former site of the Southern California Gas Company's Ducommun Street Plant and the Ducommun Street Compressor Station. The majority of the site has been cleared and is covered with an asphalt-paved parking lot that is used for bus parking. At the northwest corner of the lot, there is a two-story, rectangular, brick industrial building. The building is approximately seven bays long by one bay wide, and is oriented along Ducommun Street. The south side of the building faces the parking lot. The center portion of the south side is sided with horizontally-grooved metal and contains a large garage door at the ground floor and industrial windows in the upper story. The end portions of the building are brick, and contain man doors and industrial windows in the first and second stories. The east side of the building is also enclosed in the yard, and contains a single garage door. The north and west sides of the building are incorporated into the perimeter brick wall that surrounds the yard. The north wall contains a narrow row of windows, and the west wall is blank.

***P3b. Resource Attributes:** (List attributes and codes) HP8—Industrial Building. HP46—Walls.

***P4. Resources Present:** Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo: (View, date, accession #) Brick Industrial Building at 410 Center Street, View Northwest, October 16, 2013

***P6. Date Constructed/Age and Sources:** Historic

Prehistoric Both
Ca. 1957 (LAT 1956, 1957)

***P7. Owner and Address:**

Los Angeles County Metropolitan Authority
1 Gateway Plaza
Los Angeles, CA 90012

***P8. Recorded by:** (Name, affiliation, and address)

M.K. Meiser, M.A.
Marc A. Beherec, Ph.D., RPA
AECOM
515 S. Flower St., 8th Floor
Los Angeles, CA 90071

***P9. Date Recorded:** August 7, 2014

***P10. Survey Type:** (Describe) Intensive survey.

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")

Marc A. Beherec, M.K. Meiser, Linda Kry, and Angela H. Keller. 2014. Cultural Resources Assessment for the Metro Operations Control Center Project, Los Angeles, California. Los Angeles: AECOM.

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3

*NRHP Status Code 6Z

*Resource Name or # (Assigned by recorder) 410 Center Street

B1. Historic Name: Southern California Gas Company Ducommun Street Plant.

B2. Common Name: 410 Center Street.

B3. Original Use: Site was used to pump natural gas into distribution pipes; exact purpose of building is unknown, but it was an ancillary building to the main plant structures, which have been removed.

B4. Present Use: County offices.

***B5. Architectural Style:** Utilitarian Industrial.

***B6. Construction History:** (Construction date, alterations, and date of alterations)

In 1956-1957, the Southern California Gas Company's Ducommun Street Compressor Station was leveled, and an entirely new facility built on the site (LAT 1956, 1957). This building dates to that 1957 rebuilding. At an unknown later date, all the buildings and structures at the site, with the exception of this building and the brick wall which surrounds the site, were demolished. The building appears to have several post-construction modifications, including a bricked-up doorway in its north wall to Ducommun Street and a bricked-up window in its west wall facing Center Street, but these cannot be dated with certainty.

***B7. Moved?** No Yes Unknown **Date:** **Original Location:**

***B8. Related Features:** A brick fence of poor integrity bounds this parcel and adjacent assessors parcels 5173-021-903 and 5173-021-906 on the north and west. Cinder block and metal fencing of an apparently later date bounds the south and east. The brick portion of the fence appears to date to the 1956-1957 building period.

B9a. Architect: Allison and Rible (George B. Allison & Ulysses Floyd Rible)

B9b. Builder: Guy T. Martin & Co., Inc.

***B10. Significance:** Theme Energy/Utilities Area Los Angeles

Period of Significance c. 1957 **Property Type** Industrial **Applicable Criteria** N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) The building and perimeter wall date to the late 1950s, and are associated with the reconstruction of the Southern California Gas Company's Ducommun Street compressor plant in 1957. This building and perimeter wall appear to be ancillary structures to the main plant structures, which have been removed, and do not have a level of significance to meet NRHP Criterion A or CRHR Criterion 1. The structures have no known associations with important historical figures; therefore, they do not meet NRHP Criterion B or CRHR Criterion 2. These utilitarian structures do not exhibit any architectural significance, as they are simplistically designed and recently altered, and do not represent the work of a master or any unique materials or workmanship; therefore, they do not meet NRHP Criterion C or CRHR Criterion 3. These resources are mid-20th century standing structures and do not have the potential to yield important archaeological information; therefore, they do not meet NRHP Criterion D or CRHR Criterion 4. It is not eligible for the NRHP or CRHR.

B11. Additional Resource Attributes: (List attributes and codes) HP8—Industrial Building. HP46—Walls.

***B12. References:**

Los Angeles Times (LAT).

1956 Big Project Announced: New \$5,000,000 Facility Slated by Gas Company. 29 April: E1.

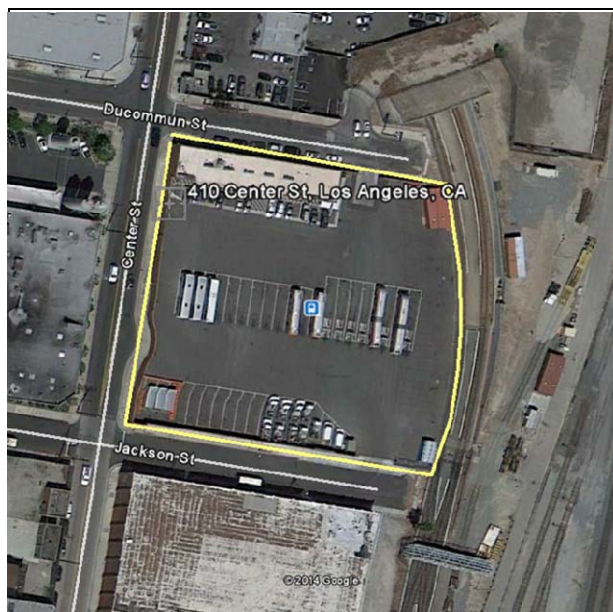
1957 Open House Event Planned for New Gas Company Plant. 9 June: G14.

B13. Remarks:

***B14. Evaluator:** M.K. Meiser, M.A.

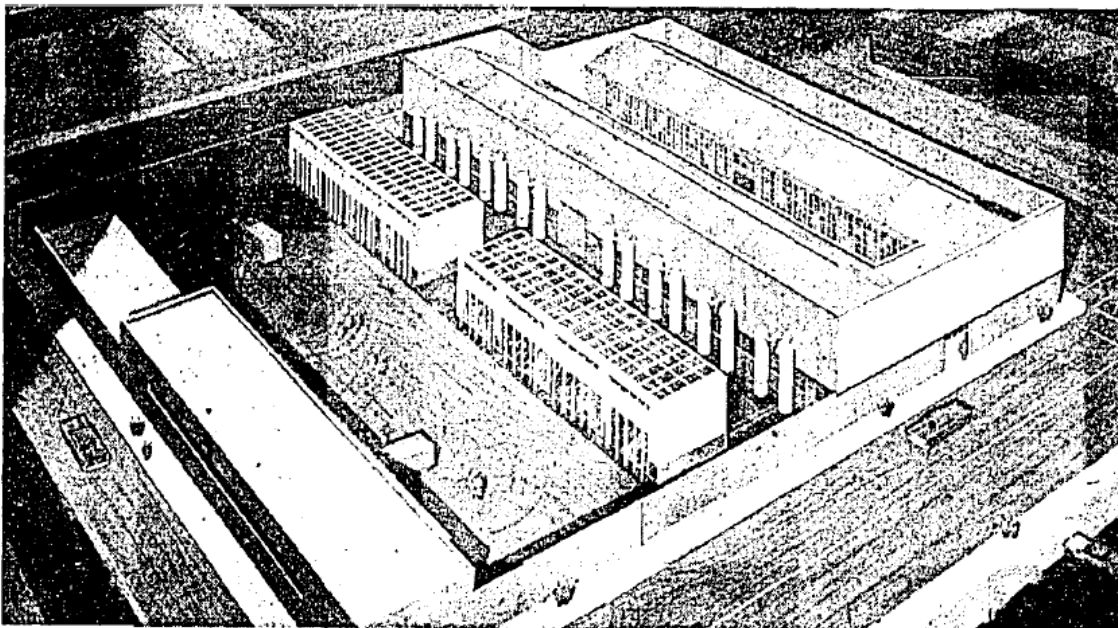
***Date of Evaluation:** August 7, 2014

(This space reserved for official comments.)





410 Center Street and Brick Wall, View Southeast.



IMPROVEMENT PROGRAM – Architect's sketch above, depicts Southern California Gas Co.'s Ducommun St. compressor station as it will look on com-

pletion of \$5,000,000 modernization program. Consulting architects for project are Allison & Ribble. Engineering and construction by Guy T. Martin & Co.

The Ducommun Street Plant (including 410 Center Street) in an architect's conceptual sketch (LAT 1956). The evaluated building is in the lower left hand corner.

NEWLY EVALUATED, INELIGIBLE

DPR (2017)

100-120 Santa Fe Avenue

749 Temple Street

740-750 Jackson Street

State of California The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z

Other Listings
Review Code _____ Reviewer _____ Date _____

Page 1 of 6

*Resource Name or #: (Assigned by recorder) 100-120 N Santa Fe Ave

P1. Other Identifier: _____

*P2. Location: Not for Publication Unrestricted

*a. County Los Angeles and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad _____ Date _____ T _____; R _____; of of Sec _____ B.M.

c. Address 100-120 N Santa Fe Avenue City Los Angeles Zip 90012

d. UTM: (Give more than one for large and/or linear resources) Zone _____, _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The property at 100-120 North Santa Fe Avenue is a rectangular-plan single story, flat-roofed structure. The west (main) elevation faces Santa Fe Avenue, is clad in a combination of brick and plaster and features a number of large multi-panel windows, two roll-up industrial doors, and a number of single doors. The northern portion of this façade is slightly set back from the rest. This portion of the main façade features a double glass-door and a fixed window. Four small round windows are also featured beneath the roofline on this portion of the façade. The north elevation faces Banning Street, is clad in bricks and features a combination of large and small fixed-windows one of which exhibits security bars. The east elevation faces Center Street, is clad in bricks and features one single industrial door, one small and several medium sized fixed-windows. The southern portion of this façade is slightly set back and partially obstructed by a security fence. This section of the elevation features two roll-up industrial doors and a number of multi-panel windows, one of which has been filled-in by red bricks. The south elevation faces the 1st Street Bridge, is clad in bricks and features a single door with a screen security door as well as a number of large multi-panel windows.

*P3b. Resource Attributes: (List attributes and codes) HP6. 1-3 story commercial building

*P4. Resources Present: Building

Structure Object Site District Element of District Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession#) Overview of the main façade. View to East. ICF, 2017.

P6. Date Constructed/Age and Source: Historic Prehistoric

Both

1937 (Tax Assessor)

*P7. Owner and Address:

Aileen LLC (Same address)

*P8. Recorded by: (Name, affiliation, and address) Salli Hosseini M.A.H.P. ICF, 601 W 5th Street, Suite 900 Los Angeles, CA 90071

*P9. Date Recorded:

09/26/2017

*P10. Survey Type: (Describe)

Intensive

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

Metro Division 20 Turnaround Facility: Cultural Resources Memorandum

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List): _____

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder) 100-120 N Santa Fe Ave *NRHP Status Code 6Z

Page 2 of 6

B1. Historic Name: N/A

B2. Common Name: 100-120 N Santa Fe Ave

B3. Original Use: Warehouse B4. Present Use: Live/Work Loft Space

*B5. Architectural Style: Vernacular Moderne

*B6. Construction History: (Construction date, alterations, and date of alterations)

The property was originally constructed in 1937 as a one-story, 100'x 120' building clad in grout lock bricks, featuring a composition roof (Permit No. 21464). In 1938, a one-story, 107'x 80' building clad in reinforced bricks, featuring a composition roof was added to the original building. The architect was Charles F. Plummer and J.J. Rees was the contractor (Permit No. 37668). The property was subject to undisclosed alterations in 1958 (Permit No. 99076). The original (1937) section of the building was re-roofed in 1964 (Permit No. 58880) and the 1938 section was re-roofed in 1965 (Permit No. 03475). The door opening was enlarged in 1969 (Permit No. 85745). In 1982, a non-bearing partition wall was added in an undisclosed location of the building (Permit No. 39076). The property was converted from an office and warehouse to 8 artist residence joint live work units in 2006 and underwent structural upgrades (Permit No. 05195). In 2008, the building was subject to interior demolition (Permit No. 02474). The building was subject to re-roofing and an HVAC addition in 2014 (Permit No. 09368 and 08846).

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: None

B9a. Architect: Don Hall McCreery (Engineer) b. Builder: N/A

*B10. Significance: Theme: Light Industrial/Commercial Development Area: Los Angeles

Period of Significance 1937-1938

Property Type Industrial

Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 100-120 N Santa Fe Ave is not eligible for the CRHR under any criteria. The property, therefore, is not considered a historical resource for the purposes of CEQA.

The Los Angeles Conservancy has written the following context on the development of Los Angeles' Arts District (2013):

During the mid-19th century, the area currently known as LA's Arts District was covered in vineyards. Shortly after, agriculture became the area's main industry and to serve the growing industry's shipping needs, railroads and manufacturing emerged as did transportation and industrial development. (See Continuation Sheet)

B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:

See Continuation Sheet- Page 4

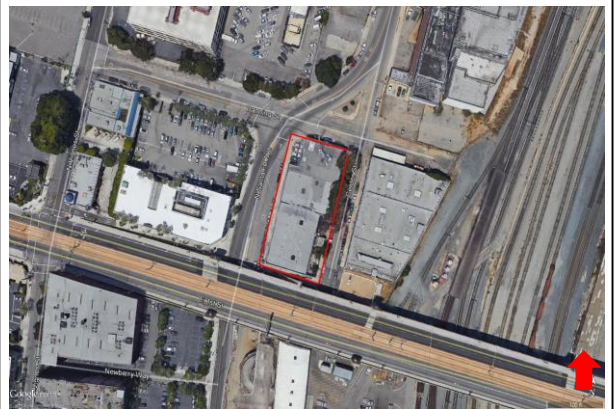
B13. Remarks:

*B14. Evaluator: Salli Hosseini, M.A.H.P.

*Date of Evaluation: 09/26/2017

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



CONTINUATION SHEET

Property Name: 100-120 N Santa Fe Ave

Page 3 of 6

Continued from *B10. Significance:

Previously, only local railroads served the Los Angeles area, however, in 1876, the arrival of the Southern Pacific Railroad from San Francisco connected Los Angeles with the transcontinental railroad. In 1885, the Atchison, Topeka, and Santa Fe Railroad arrived near Los Angeles. And in 1905, the arrival of the Union Pacific made Los Angeles a western terminus of three major transcontinental railroads. Consequently, all three railroads began constructing rail yards, depots, warehouses and transportations buildings in and around today's Arts District.

Around the turn of the 20th century, the railroads eroded some of the area's agricultural land. Nonetheless, in comparison with the rest of downtown Los Angeles, particularly the residential and commercial developments west of Main Street, Arts District still had a rural feel. By the early 20th century, while there were a small number of residential districts in the area, Arts District was primarily home to manufacturing businesses including bakery products, women's clothing, foundry and machinery goods, automobile parts, furniture and printing and publishing materials. By 1922, the City's move to re-zone downtown Los Angeles from mixed use to primarily manufacturing, retail, and office use solidified the Arts District as an industrial center.

In 1937, the subject property was constructed for E.H. Stevenson for use as a warehouse and office.

By the end of World War II as industrial needs evolved and manufacturing plants grew larger in size, the small parcels in the area forced companies to purchase several adjacent parcels to build larger plants. While the difficulty of property acquisition forced some companies to cities of Commerce and Vernon, the Arts District remained occupied by various industries.

Sanborn Fire Insurance maps of the area from 1955 confirm the industrial use of the Arts District during that time. The majority of the parcels surrounding the subject property housed various warehouses ranging from electric supply businesses to cold storage and auto garages. The same map reveals the subject property functioned as an electric supplies warehouse.

Ownership and Use

The property was originally owned by E. H. Stevenson in 1937 (Permit No. 21464). Multiple building permits reveal the subject property was built and used as a warehouse and remained under Mr. Stevenson's ownership until 1982. In 1982, the property was under the ownership of Shipman/Ward Inc. (Permit No. 39076). Multiple newspaper advertisements reveal the property functioned as a warehouse store for Office Products Centers in 1986 (LA Times, 1986a: 386, 1986b:74). An employment advertisement reveals the property functioned as a printing center in 1996 (LA Times, 1996: 115). Following, the property was owned by Sogo Hotel LLC. in 2006 and converted to use as 8 artist residence joint live work units (Permit No. 05195). In 2008, the property was under the ownership of Santa Fe and Center Loft Association (Permit No. 02474). The property was owned by Aileen LLC. in 2014 (Permit No. 09368 and 08846).

CONTINUATION SHEET

Property Name: 100-120 N Santa Fe Ave

Page 4 of 6

Significance Evaluation

Under CRHR Criteria 1, the property at 100-120 N Santa Fe Ave does not have specific important associations with historic events, patterns, or trends of development. The building originally functioned as a warehouse and office that was later converted to several live/work spaces. Archival research did not reveal any significant information on the association of the subject property to the area's transition from an industrial neighborhood to the Arts District. As such, the property at 100-120 N Santa Fe Ave does not appear eligible under CRHR Criteria 1.

Under CRHR Criteria 2, the property at 100-120 N Santa Fe Ave does not share significant association with the lives of persons important to history. Archival research revealed the original owner as E. H. Stevenson who used the property as a warehouse/office. Archival research did not reveal further information on E. H. Stevenson. Building development research revealed other property owners as Shipman/Ward Inc. (1982), Sogo Hotel LLC. (2006), Santa Fe and Center Loft Association (2008), and Aileen LLC. (2014). Archival research did not reveal any significant information on the property owners or occupants over the years. As such, the property at 100-120 N Santa Fe Ave does not appear eligible under CRHR Criteria 2.

Under CRHR Criteria 3, the property at 100-120 N Santa Fe Ave does not appear eligible. The property is a typical example of a 1930s Vernacular Moderne industrial building. Additionally, building development research revealed that the property has been subject to at least one major addition and several modifications since the original construction in 1937. In 1938, a one-story, 107'x 80' building clad in reinforced bricks, featuring a composition roof was added to the original building. The property was subject to undisclosed alterations in 1958, the original (1937) section of the building was re-roofed in 1964, and the 1938 addition was re-roofed in 1965. In 1982, a non-bearing partition wall was added in an undisclosed location of the building, and in 2006, the property was converted from an office and warehouse to 8 artist residence joint live work units. Finally, the building was subject to interior demolition in 2008 and was re-roofed in 2014. Furthermore, as revealed during the property survey, the building has been subject to additional alterations; a number of doors and windows on the main façade have been filled in. Building development research revealed the engineer of the original 1937 building as Don Hall McCreery and the architect of the 1938 addition as Charles F. Plummer. Archival research did not reveal Mr. McCreery as a master engineer. Although Mr. Plummer was an established Los Angeles Architect, archival research did not reveal the addition to the subject property as one of his master designs. Regardless, the original building as well as the addition designed by Mr. Plummer has been so heavily modified that it can no longer convey its original design. As such, the property at 100-120 N Santa Fe Ave does not appear eligible under CRHR Criteria 3.

The property at 100-120 N Santa Fe Ave does not appear to be eligible for the CRHR under any criteria. The property, therefore, is not considered a historical resource for the purposes of CEQA.

Continued from *B12. References:

Building Permits. 1937-2014. Accessed September 25, 2017. <http://ladbsdoc.lacity.org/>. Search for "120 Santa Fe".

PCAD. 2015. Pacific Coast Architecture Database. Accessed September 28, 2017. <http://pcad.lib.washington.edu/person/417/>

Los Angeles Conservancy. 2013. The Arts District. History and Architecture in Downtown L.A. Endings and Beginnings: A History of Change in Downtown L.A.'s Arts District. Pages 1-3. Accessed September 28, 2017. https://www.laconservancy.org/sites/default/files/files/documents/ArtsDistrict_Booklet_LR.pdf

CONTINUATION SHEET

Property Name: 100-120 N Santa Fe Ave
Page 5 of 6

Sanborn Fire Insurance Maps. 1955. Volume 3. Sheet 278. Accessed at the Los Angeles Public Library website.

ZIMAS. 2017. Accessed September 22, 2017. <http://zimas.lacity.org/>. Search for "120 Santa Fe Ave".

Los Angeles Times.
1986a. Sales Advertisement. October 25, 1986. Page 386.
1986b. Sales Advertisement. December 5, 1986. Page 74.



Overview of north elevation. View to south. ICF, 2017.



Overview of east elevation. View to west. ICF, 2017.

CONTINUATION SHEET

Property Name: 100-120 N Santa Fe Ave
Page 6 of 6



Overview of south-east elevation. View to north-west. ICF, 2017.

State of California The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 5 *Resource Name or #: (Assigned by recorder) 749 E. Temple Street

P1. Other Identifier: 749 E. Turner Street

*P2. Location: Not for Publication Unrestricted

*a. County Los Angeles and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad _____ Date _____ T _____ ; R _____ ; of of Sec _____ ; _____ B.M.

c. Address 749 E. Temple Street City Los Angeles Zip 90012

d. UTM: (Give more than one for large and/or linear resources) Zone _____, _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The building at 749 E Temple Street (subject property) is a one-story brick structure with a flat roof. The south (main) elevation faces East Temple Street and features a large double glass-door flanked by glass panels. The east elevation faces Center Street and features five large multi-panel windows and a roll-up industrial door exhibiting security bars. The west elevation faces a private parking area and is partially visible from the public right-of-way. This elevation features three single doors. The north elevation is not visible from the public right-of-way.

*P3b. Resource Attributes: (List attributes and codes) HP6. 1-3 story commercial building

*P4. Resources Present: Building

Structure Object Site District Element of District Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #) Overview of south-east corner. View to north-west. ICF, 2017.

*P6. Date Constructed/Age and Source: Historic Prehistoric

Both

1929 (Tax Assessor)

*P7. Owner and Address:

Cheng, Jilai et al.

(Same address)

*P8. Recorded by: (Name, affiliation, and address) Salli Hosseini M.A.H.P.

ICF, 601 W 5th Street, Suite 900

Los Angeles, CA 90071

*P9. Date Recorded:

09/26/2017

*P10. Survey Type: (Describe)

Intensive

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

Metro Division 20 Turnaround Facility: Cultural Resources Memorandum

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List): _____

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder) 749 E. Temple Street *NRHP Status Code 6Z

Page 2 of 5

B1. Historic Name: 749 E. Turner Street

B2. Common Name: 749 E. Temple Street

B3. Original Use: Unknown B4. Present Use: Commercial

*B5. Architectural Style: Interwar light industrial

*B6. Construction History: (Construction date, alterations, and date of alterations)

The property was originally constructed in 1929 (Los Angeles County Assessor, Permit No. 21317). The building was originally a wood-frame structure with brick exterior walls and composition roofing on wood sheathing (Permit No. 21317). In 1987, the building was in use as an auto repair shop and featured a "wood roof" (Permit No. 79289). An addition to the building took place in 1988 (Permit No. 03644). Survey of the subject building revealed further alterations to the exterior. On the main façade, the original windows flanking the main entrance have been boarded up and no longer function as windows. On the east façade, two of the large windows have been boarded up and covered by plaster. The west façade is partially visible from the public right-of-way and features non-original doors.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: None

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme: Automobile Production Area: Los Angeles

Period of Significance 1929 Property Type Industrial Applicable Criteria N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 749 E Temple Street does not appear to be eligible for the CRHR under any criteria. The property, therefore, is not considered a historical resource for the purposes of CEQA.

SurveyLA provides the following context on automobile production in Los Angeles (LSA Associates, Inc., 2011):

During the mid-20th century, second to Detroit, Los Angeles County was the largest manufacturing center for automobiles on the west coast. Rapid growth in the city's population, an increase in automobile ownership, and the support of the Southern California Automobile Club and the Los Angeles Chamber of Commerce, as well as road improvements led to the industry's growth. (See Continuation Sheet)

B11. Additional Resource Attributes: (List attributes and codes) _____

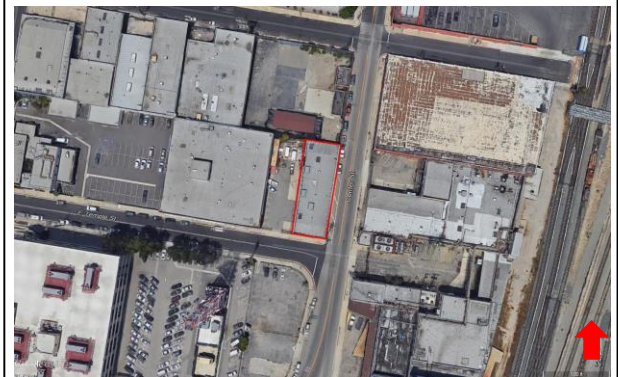
*B12. References:
See Continuation Sheet- Pages 4-5

B13. Remarks:

*B14. Evaluator: Salli Hosseini, M.A.H.P.
*Date of Evaluation: 09/26/2017

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



CONTINUATION SHEET

Property Name: 749 E. Temple Street
Page 3 of 5

Continued from *B10. Significance:

The earliest automobile manufacturers in Los Angeles were in the form of small factories that utilized a combination of locally and nationally produced parts to produce several hundred automobiles per year. By 1910, auto manufacturing had become the sixth leading product in the country. Among the first national manufacturers to open plants in Los Angeles was Ford Motor Company. The factory was located near West 12th Street and South Olive Street though has since been demolished.

Los Angeles County's population nearly doubled between 1919 and 1929. During the same period, the number of registered vehicles increased from 141,000 to 777,000. In 1929, there were two cars for every five people in Los Angeles, making Los Angeles the only city in the world with more cars per capita. As a result, Los Angeles had become an ideal place to open automobile factories.

In 1929, the subject property was constructed as a factory conducting general machine business by Los Angeles Engine Works. (Permit No. 21317 and Historic Record Company, 1915:636)

During the 1920s and 1930s, most of the large automobile plants were located on the outskirts of the city. Among those plants were the Ford Motor Company in Long Beach (1931) and the Studebaker plant in the Vermont Central Manufacturing District (1935). Smaller factories continued to produce automobile parts mostly in the industrial areas of South Los Angeles.

Sanborn Fire Insurance maps of the area from 1953 confirm the industrial use of the Arts District during that time. The majority of the parcels between Jackson Street and what was at the time Turner Street (currently Temple Street) housed various manufacturing businesses conducting assembly, storage and manufacturing electric equipment businesses. The same map reveals the subject property housed a 'machine shop'.

Ownership and Use

The property was originally owned by Los Angeles Engine Works and functioned as a factory (Permit No. 21317). Archival research revealed the factory conducted general machine business (Historic Record Company, 1915:636). Sanborn Fire Insurance maps from 1953 reveal the property was in use as a "machine shop" at the time. The property was owned by Theodore J. Westland and functioned as a machine shop in 1964 (Permit No. 84898). Later, Mrs. Ellen Westland owned the property from 1987 until 1996 while it was in use as an auto repair shop (Permit No. 79289 and 55145).

CONTINUATION SHEET

Property Name: 749 E. Temple Street
Page 4 of 5

Significance Evaluation

Under CRHR Criteria 1, the property at 749 E. Temple Street does not have specific important associations with the development of Los Angeles' automobile manufacturing. While the subject property was originally owned and operated by Los Angeles Engine Works, it was not revealed as one of the well-known small factories in the area. Archival research revealed the small auto factories were mostly located in the south section of Los Angeles. Additionally, research revealed that small auto factories were the bone of the auto industry in Los Angeles prior to 1910. The subject property was constructed in 1929, well beyond the importance of small local factories. During the 1920s and 1930s, the auto factories had shifted to larger national factories that operated plants on the outskirts of Los Angeles. Regardless, archival research did not reveal Los Angeles Engine Works as one of the leading auto manufacturing companies. As such, the property at 749 E. Temple Street is not eligible under CRHR Criteria 1.

Under CRHR Criteria 2, the property at 749 E. Temple Street does not share significant association with the lives of persons important to history. Archival research revealed the original property owner as LA Engine Works in 1929. The president of LA Engine Works was Edward McKain who established the McKain Manufacturing Company for manufacturing mill machinery and employed 35 people. (Historic Record Company, 1915:636) The property was later under the ownership of the Westland family from 1964 until 1996. Archival research did not reveal any significant information on LA Engine Works, Edward McKain, or the Westland family. As such, the property at 749 E. Temple Street does not appear eligible under CRHR Criteria 2.

Under CRHR Criteria 3, the property at 749 E. Temple Street is not eligible. The property is a typical example of a 1920s light industrial building type with no discernible architectural style. Additionally, building development research revealed that the property has been subject to at least one addition since the original construction in 1929. An addition to the building took place in 1988. Furthermore, as evident during the survey, a number of alterations have taken place to the building exterior; on the main façade, the original windows flanking the main entrance have been boarded up and no longer function as windows. On the east façade, two of the large windows have been boarded up and covered by plaster. The west façade features non-original doors. Building development research did not reveal the architect or builder. Regardless, the building has been so heavily modified that it can no longer convey its original design. As such, the property at 749 E. Temple Street is not eligible under CRHR Criteria 3.

The property at 749 E Temple Street does not appear to be eligible for the CRHR under any criteria. The property, therefore, is not considered a historical resource for the purposes of CEQA.

Continued from *B12. References:

Building Permits. 1929, 1987-1996. Accessed September 25, 2017.
<http://ladbsdoc.lacity.org>. Search for "749 E. Temple".

Historic Record Company. 1915. A History of California and an Extended History of Los Angeles and Environs. Volume III. Los Angeles, CA. Accessed on November 8, 2017. Page 636.

Los Angeles Conservancy. 2013. The Arts District. History and Architecture in Downtown L.A. Endings and Beginnings: A History of Change in Downtown L.A.'s Arts District. Pages 1-3. Accessed September 28, 2017.
https://www.laconservancy.org/sites/default/files/files/documents/ArtsDistrict_Booklet_LR.pdf

LSA Associates, Inc. 2011. Draft Historic Context Statement. SurveyLA Industrial Development. August 26, 2011. 137-138.

CONTINUATION SHEET

Property Name: 749 E. Temple Street
Page 5 of 5

Sanborn Fire Insurance Maps. 1953. Volume 3. Sheet 281. Accessed at the Los Angeles Public Library website.

ZIMAS. 2017. Accessed September 22, 2017. <http://zimas.lacity.org/>. Search for "749 Temple St".



Overview of south-west corner. View to north-east. ICF, 2017.



Overview of east elevation. View to south-west. ICF, 2017.

State of California The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 6

*Resource Name or #: (Assigned by recorder) 740-750 Jackson Street

P1. Other Identifier: _____

*P2. Location: Not for Publication Unrestricted

*a. County Los Angeles and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad _____ Date _____ T _____ ; R _____ ; of of Sec _____ B.M.

c. Address 740-750 Jackson Street City Los Angeles Zip 90012

d. UTM: (Give more than one for large and/or linear resources) Zone _____, _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The property at 740-750 Jackson Street contains three rectangular-plan buildings that are only partially visible from the public right-of-way. The building oriented east-west is not visible from the public right-of-way, but appears to feature a side-gable roof from Bing Maps. The other two buildings are oriented north-south; one of which is a one-story, flat-roof, concrete-block structure that is blocked by a corrugated metal wall. Only the top portion of this building's east façade is visible from the public right-of-way. The other building is a one-story brick structure and its only visible façade is the east façade facing Center Street which features no fenestration.

*P3b. Resource Attributes: (List attributes and codes) HP6. 1-3 story commercial building

*P4. Resources Present: Building

Structure Object Site District Element of District Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #) Oblique view of property. Bing Maps, 2017.

*P6. Date Constructed/Age and Source: Historic Prehistoric

Both

1949, 1952 (Tax Assessor),
1962 (Building Permits)

*P7. Owner and Address:

Arts District Crossing
Owner LLC (Same address)

*P8. Recorded by: (Name, affiliation, and address) Salli Hosseini M.A.H.P.
ICF, 601 W 5th Street, Suite 900
Los Angeles, CA 90071

*P9. Date Recorded:

09/26/2017

*P10. Survey Type: (Describe)

Intensive

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

Metro Division 20 Turnaround Facility: Cultural Resources Memorandum

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List): _____

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder) 740-750 Jackson Street *NRHP Status Code 6Z

Page 2 of 6

- B1. Historic Name: N/A
- B2. Common Name: 740-750 Jackson Street
- B3. Original Use: Unknown B4. Present Use: Unknown
- *B5. Architectural Style: Unknown
- *B6. Construction History: (Construction date, alterations, and date of alterations)

The parcel was under the ownership of Defense Plant Corporation, part of Southern California Gas Company from 1942 to 1945 (Permit No. 16029). Building records are not available from 1945 until 1952. Historic aerial photographs of the property from 1952 reveal dramatic change on the parcel compared to 1948 photographs; by 1952 all previous buildings on the parcel were replaced. Sanborn Fire Insurance maps of the property from 1953 confirm this change and reveal three buildings on the parcel, two of which are the concrete-block and the brick building dating to 1949 and 1952. The third building shown on the 1953 maps was demolished in 1962 (Permit No. 4675). Building development research suggests the property was subject to new ownership and use in 1962 as part of which several changes took place; the gable building was constructed by S.B. Barnes and Associates (Permit No. 15857), the parking layout was reconfigured (Permit No. 13322, 4271) and a shade cover was added over the parking (Permit No. 13330). A sketch plan of the parcel confirms the two brick structures at that time and the construction of the 1962 gable building. One brick and one steel structure were also present on the parcel at the time that have since been demolished (Permit No. 15857).

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme: Industrial Development Area: Los Angeles

Period of Significance 1949-1962 Property Type Cold Storage Warehouse Applicable Criteria N/A
 (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 740-750 Jackson Street is not eligible for CRHR under any criteria. The property, therefore, is not considered a historical resource for the purposes of CEQA.

See Continuation Sheet.

B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:

See Continuation Sheet- Page 5

B13. Remarks: The property has not been identified as a historic resource by SurveyLA.

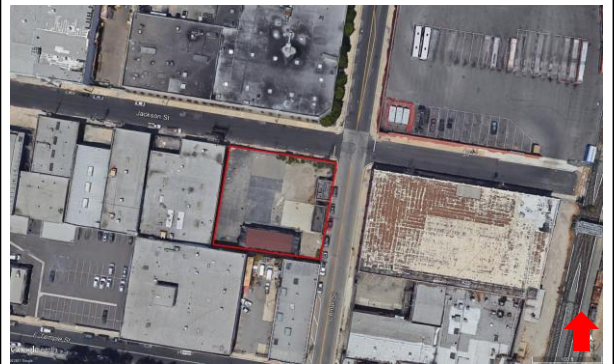
The property could not be surveyed from the public right-of-way as it is blocked off by corrugated metal walls.

*B14. Evaluator: Salli Hosseini, M.A.H.P.

*Date of Evaluation: 09/26/2017

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



CONTINUATION SHEET

Property Name: 740-750 Jackson Street
Page 3 of 6

Continued from *B10. Significance:

SurveyLA provides the following context on Cold Storage Warehouses in Los Angeles (LSA Associates, Inc., 2011):

Cold Storage Warehouses are a property type that represent the link between the collection of agricultural goods and their distribution. The first cold storage facilities in Los Angeles were established in the 1880s. Cold storage facilities are utilitarian in character and generally constructed of brick, however, some facilities were also constructed of reinforced concrete. A typical cold storage warehouse would be multiple stories with a basement and without windows. The walls were insulated with corkboard and finished with plaster. In early warehouses, the interior space was divided into rooms separating by the goods they stored. However, the later designs had larger and more open interior spaces as technology allowed organization of inventory by computers.

Following World War II, the industry began to change and grow to accommodate new technologies and demands. Availability of tools such as wooden pallets, forklifts, and metal shelving allowed the small footprint of the early facilities to grow. While earlier warehouses were small and several stories high and only accessible by elevators, the newer facilities were sprawling single-story, and high-volume warehouses that could be easily organized using new technology. Due to the expansive property type, cold storage warehouses require more land than other food processing plants. Also of importance in this property type are large loading docks, truck bay and automobile turnaround space, frontage on a wide street, and proximity to freeways.

Ownership and Use of 740-750 Jackson Street

The parcel was under the ownership of Defense Plant Corporation during the early 1940s. By 1952 all previous buildings on the parcel were replaced. In 1952, four buildings one of which functioned as a storage were extant and the rest of the parcel was used as a junk yard under the ownership of Ben Cleinman and Irving Nesnick (Permit No. 40196). Sanborn Fire Insurance maps of the property from 1953 reveal the brick building was vacant while the concrete-block building was used as a storage. In 1958, the property was owned by Zinsco Electric and one of the north-south buildings served as a hydraulic equipment storage (Permit No. 18097). Under the ownership of National Storage Company in 1962 and 1963, the buildings served as cold storage for poultry (Permit No. 13322, 13330, 15857).

National Ice and Cold Storage Company (National Cold Storage, Inc.)

Originally known as National Ice and Cold Storage Company, the company was based in Los Angeles with locations throughout California (Bloomberg L.P., 2017, Los Angeles Times, 1910: 25). The company provided cold storage and distribution services. Bloomberg reports the services offered as follows: frozen storage, freezing, short hold services, cross dock services, dock inspections, preparing bills of lading, taking and recording marked weights, and inventory activity reports. The company's other services include cooler storage services for wet and dry products, container and truck services including loading palletized or un-palletized products (Bloomberg L.P. 2017).

National Ice and Cold Storage Company established a plant in Los Angeles in 1892, which was one of their largest locations. Other locations included San Jose, Fresno, Santa Rosa, Riverside, Stockton, San Bernardino, Berkeley, San Francisco, and Sacramento which were a combination of ice factories and cold storage warehouses for various products. Constructed around 1909, the Los Angeles plant was a five-story brick structure located on the corner of Center and Banning streets. The building was primarily used as a cold storage and exhibited the latest technology in cold-storage construction. The Los Angeles plant stored much of the ice manufactured by the company and supplied ice to hotels, restaurants and other local businesses as well as residents (Los Angeles Times, 1910: 25).

CONTINUATION SHEET

Property Name: 740-750 Jackson Street
Page 4 of 6

The subject property was a much later (1962) addition to the company, which was used as poultry storage. Survey of the area revealed the company's presence in other locations in the area such as at 815 E Temple Street (1954), where a "National Cold Storage Co." sign is featured on the building's main façade. This finding suggests the company operated other cold storage locations, including the subject property, during the mid-1900s.

Significance Evaluation

Under CRHR Criterion 1, the subject property is not eligible as it does not have specific important associations with the development of cold storage warehouses in City of Los Angeles. Cold storage warehouses in Los Angeles began to develop around the 1880s and represented the link between the collection of agricultural goods and their distribution. While the subject property was owned and operated by the National Ice and Cold Storage Company after 1962, one of the early cold storage facilities in Los Angeles, the association was brief and well beyond the period when the company was at its height. National Ice and Cold Storage Company was established in Los Angeles in 1892 and expanded its operations by constructing a large ice storage facility in the area in 1909. The subject property was acquired by the company in 1962 and was used as poultry storage. Therefore, while the subject property was briefly associated with the National Ice and Cold Storage Company, it was not one of the company's largest or most recognized storage facilities and was only a later addition to their warehouses. As such, the property at 740-750 Jackson Street is not eligible under CRHR Criterion 1.

Under CRHR Criteria 2, the property at 740-750 Jackson Street does not share significant association with the lives of persons important to history. Except for two individuals who owned the property in 1952, the property has been associated with companies and not specific individuals. The property was owned by Ben Cleinman and Irving Nesnick in 1952. Archival research did not reveal either Mr. Cleinman or Nesnick as significant individuals to history. Furthermore, the property was associated with companies such as Zinsco Electric until 1962, and by National Storage Company beginning in 1962. Archival research did not reveal a specific person in these companies that was directly associated with the subject property. For all these reasons, the property at 740-750 Jackson Street is not eligible under CRHR Criteria 2.

Under Criteria 3, the property at 740-750 Jackson Street could not be surveyed as it is not visible from the public right-of-way. However, an oblique view of the property on Bing maps does not suggest that the property exhibits architectural merit. Building permits confirmed the construction of the two north-south buildings by 1952 and the construction of the gable building in 1962. Building development research revealed the 1949 and 1952 buildings have been subject to changes in use from regular storage facilities to hydraulic equipment storage to more specialized cold storage use, suggesting the buildings have been subject to modifications since the initial date of construction. Furthermore, a parking cover was added to the property in 1962. The third building on the parcel was constructed as a cold storage facility in 1962. Building development research did not reveal name of the architect or builder for the masonry structures. The 1962 gable building was constructed by S.B. Barnes and Associates, a Los Angeles based structural engineering firm that was established in 1933. Archival research did not reveal the subject building as the firm's master work. Regardless, the subject property is not an outstanding representative of the cold storage building type, while the buildings could not be surveyed from the public right-of-way, aerial views of the property do not reveal important features of the building type such as large loading docks, truck bay and automobile turnaround space on the parcel. For all these reasons, the property at 740-750 Jackson Street is not eligible under CRHR Criteria 3.

CONTINUATION SHEET

Property Name: 740-750 Jackson Street
Page 5 of 6

The property at 740-750 Jackson Street is not eligible for CRHR under any criteria. The property, therefore, is not considered a historical resource for the purposes of CEQA.

Continued from *B12. References:

Bloomberg L.P. 2017. Company Overview of National Cold Storage, Inc. Accessed October 10, 2017. <https://www.bloomberg.com/research/stocks/private/snapshot.asp?privcapId=31857>

Building Permits. 1942-1963. Accessed September 25, 2017. <http://ladbsdoc.lacity.org/>. Search for "750 Jackson" and "740 Jackson".

Los Angeles Times. 1910. "National Ice and Cold Storage Company". January 1, 1910. Page 25.

LSA Associates, Inc. 2011. Draft Historic Context Statement. SurveyLA Industrial Development. August 26, 2011. 56-57.

Sanborn Fire Insurance Maps. 1953. Volume 3. Sheet 281. Accessed at the Los Angeles Public Library website.

ZIMAS. 2017. Accessed September 22, 2017. <http://zimas.lacity.org/>. Search for "740 Jackson St" and "750 Jackson St".

CONTINUATION SHEET

Property Name: 740-750 Jackson Street
Page 6 of 6



Overview of east elevation. Showing concrete-block and brick buildings. ICF, 2017.



Overview of north elevation. View to south. ICF, 2017.

APPENDIX C.2

Archaeological Resources Technical Memorandum



March 8, 2018

Namrata Cariapa
ICF
601 W. Fifth St., Ste. 900
Los Angeles, CA 90071

Re: Updated Archaeological Assessment for the Los Angeles County Metropolitan Transportation Authority (Metro) Division 20 Portal Project, Los Angeles, California

1.0 INTRODUCTION

Paleo Solutions, Inc. (Paleo Solutions), under contract to ICF, conducted an updated archaeological assessment for the Los Angeles County Metropolitan Transportation Authority (Metro) Division 20 Portal Project (Project). The Metro Division 20 rail yard, located at 300 S. Santa Fe Avenue in Los Angeles, serves as a maintenance and operations facility for Metro's Red and Purple line trains. Metro is proposing facility improvements to accommodate future service increases on the Metro Red and Purple Lines. These improvements, which include widening the portal and new tracks and switches, will allow trains to provide faster service times at Union Station.

This archaeological assessment serves as an update to the Cultural Resources Assessment for the Metro Red/Purple Line Core Capacity Improvements Project, Los Angeles, California (Beherec et al., 2017), which was prepared by AECOM in February 2017. This assessment includes portions of the Project area that were added to the Project since the completion of the February 2017 assessment. The study was conducted in compliance with provisions of the California Environmental Quality Act (CEQA), and all other applicable state and local regulations.

2.0 PROJECT LOCATION AND DESCRIPTION

The Project is located within and just north of the Arts District in downtown Los Angeles, south of the Santa Ana Freeway (US Route 101) along the Los Angeles River (Figures 1 and 2). On March 23, 2017, an Initial Study/Mitigated Negative Declaration (IS/MND) was adopted by the Metro Board of Directors (Beherec et al., 2017). Since then there have been refinements to the design of the Project that require additional environmental analysis. The proposed Project includes the following elements:

- Demolition of the existing MOW 61A building,
- Reconfiguration of trackwork,
- Extension of proposed turnback tracks further south to existing tracks near 6th Street,
- Acquisition and demolition of various properties located west of the current Division 20 railyard to provide additional storage tracks,



- Modification of the 1st Street Bridge, including removal and modification of existing piers and superstructure, and
- Renovation of the existing building at 100-120 North Santa Fe for use as a new MOW facility.

This work will require grading and other ground-disturbing activities.

3.0 METHODS

3.1 Records Search Review

As part of this study, Paleo Solutions reviewed the results of the records search completed with the South Central California Information Center (SCCIC) in 2016 by AECOM. The SCCIC data was reviewed to identify known archaeological resources located within and near the Division 20 Portal Project area.

3.2 Field Survey

On September 21, 2017, Paleo Solutions archaeologist Michael Kay, M.A., RPA, conducted a pedestrian survey for archaeological resources within the Project area. The fieldwork did not include a survey of the built environment or documentation of architectural features such as buildings and bridges, which is being conducted by ICF separately.

To ensure adequate access for the archaeological survey, Metro provided escort into areas encompassing the maintenance rail yard for the Metro Red/Purple Line. The survey included reconnaissance-level inspection of all developed portions of the project area and intensive survey using transects spaced 3 to 5 meters apart in all unpaved, visible portions of the Project area that were not included in the 2016 survey by AECOM, as illustrated in Figure 3. Survey areas were verified by Trimble GPS unit, and field conditions and survey results were photo-documented using a digital camera and Apple iPad. Previously recorded archaeological sites were field checked to note current site conditions compared to those previously documented. All photographs and documentation are on file at Paleo Solutions' headquarters in Monrovia, California. Photographs are also on file at Metro's office in downtown Los Angeles.

3.3 Native American Consultation

In compliance with Assembly Bill (AB) 52, Metro is conducting consultation with Native American groups for the proposed Project. This process began by contacting the Native American Heritage Commission (NAHC) to request a search of the Sacred Lands File (SLF) and a list of tribal groups who should be contacted regarding the Project. Metro sent letters in September 2017 to the tribal groups identified by the NAHC and is in the process of following up to those letters and responses received from the tribes.

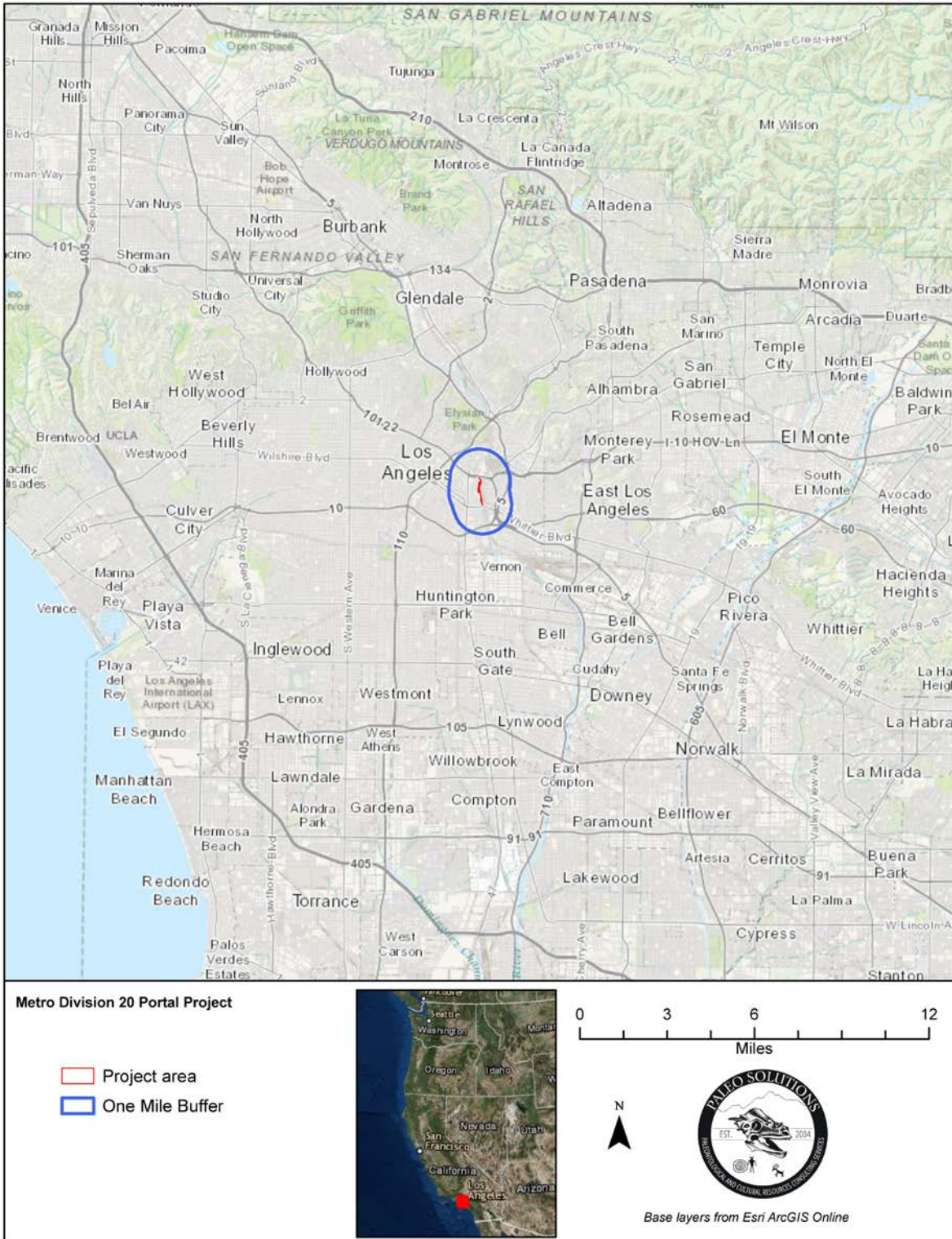


Figure 1. Project Location.

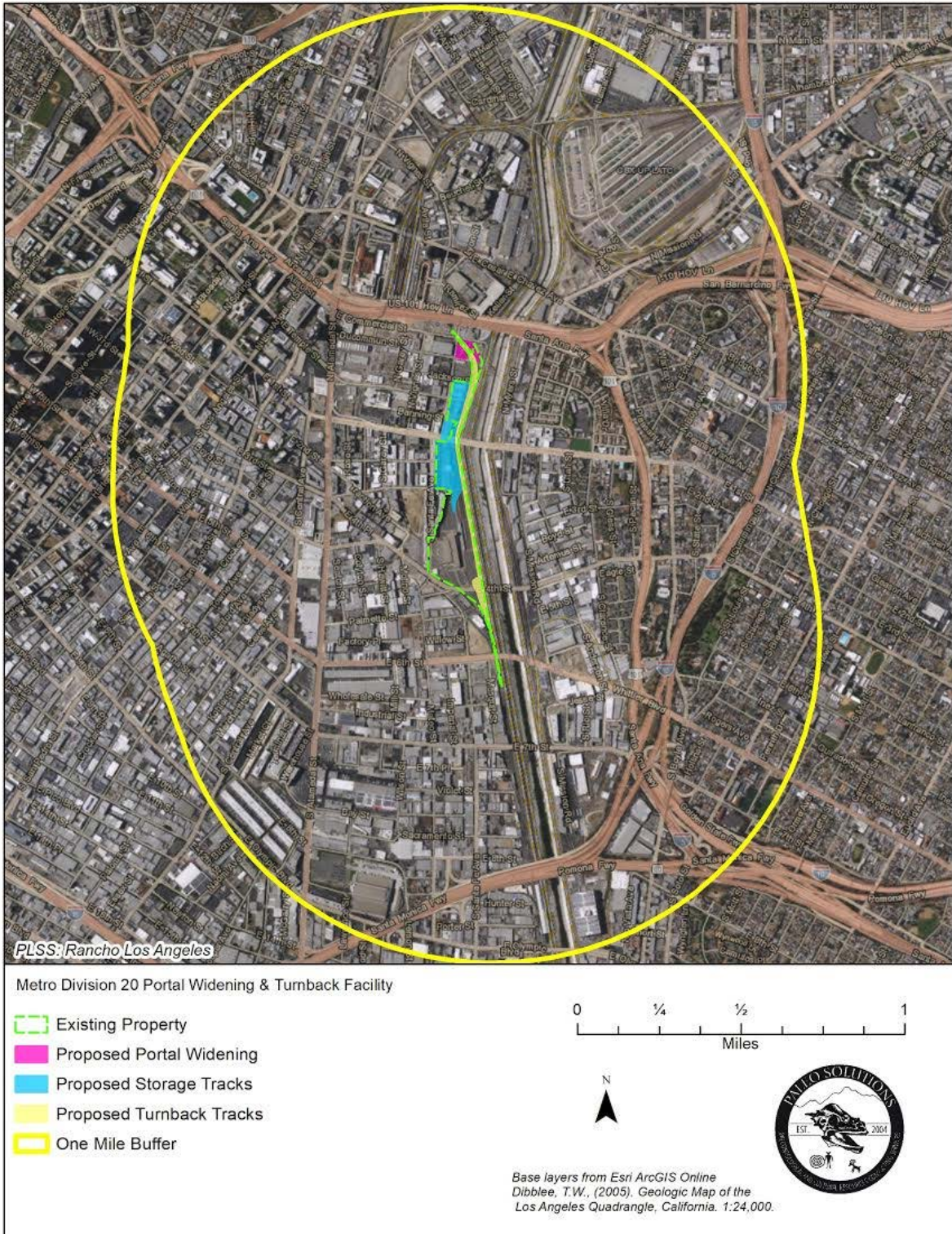


Figure 2. Project Area Overview.



Figure 3. Survey Coverage Map.



4.0 RESULTS

4.1 Records Search Review

The review of the records search results indicated that there are ten archaeological resources located within 0.25 mile of the Division 20 Portal Project area. Nine of the resources consist of historic-age (i.e., 50 years old and older) sites, primarily consisting of subsurface foundations and refuse deposits (Table 1). One site (P-19-1575), located about 0.2 mile from the Project area contains buried deposits of both prehistoric and historic-age materials, as well as Native American burials.

Table 1. Known Archaeological Sites Within 0.25 Mile of the Division 20 Portal Project Area

Site Number	Resource Type	Age of Resource	Description
P-19-1575	Site	Prehistoric / Historic (1860s-1930s)	Prehistoric artifact scatter and Native American burials; historic Chinatown (subsurface architectural remains, wells, privies, and Chinese artifacts)
P-19-2563*	Site	Historic (1860s – 1890s)	Subsurface refuse deposit
P-19-3338	Site	Historic (late 1800s-early 1900s)	Subsurface refuse deposit and remnant of brick road; some Chinese artifacts
P-19-3340	Site	Historic (late 1800s-early 1900s)	Subsurface refuse deposit
P-19-3352	Site	Historic (late 1800s-early 1900s)	Segment of Zanja No. 6-1 (concrete pipe), concrete foundation, refuse deposit
P-19-4112	Site	Historic (1880s-1940s)	Segment of Zanja No. 6-1, building foundations, refuse deposit
P-19-4174	Site	Historic (1880s-1940s)	Los Angeles Railway Trolley 'P' Line, electrical vault, subsurface refuse deposit
P-19-100882	Isolated Find	Historic (early 1900s)	Horseshoe and stirrup fragment
P-19-100887	Isolated Find	Historic (1870s-1900s)	Japanese bowl and bottle base, butchered bone
P-19-186804/ P-30-176663*	Site	Historic (1880s to Present)	BNSF/ATSF Railway

**Situated within Project area*

Two of the ten resources are located within the boundaries of the Project area. Site P-19-2563 was first identified in 1997 during monitoring for the construction of railyards and shops for Metro. The site was found below an existing railyard and consists of a deposit of historic-age refuse, including glass and stoneware bottles, cans, ceramics, smoking pipe fragments, railroad spikes, bricks, metal fragments, horseshoes, butchered bone, and some shell. Some Chinese artifacts were noted on the site (Foster and Turner, 1997). Evaluation of the site resulted in a recommendation that the site is not eligible for inclusion in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) (Greenwood and Foster, 1998). During survey of the Project area in 2016 by AECOM, the area was found to be completely developed and paved with a building situated on top of the recorded site location (Beherec et al., 2017).

The Burlington Northern Santa Fe (BNSF)/Atchison, Topeka, and Santa Fe (ATSF) Railway (P-19-186804/P-30-176663) was originally constructed in the 1880s, but since then has had numerous alterations and modern upgrades to keep it in active service. The segment that bisects the Project area was first documented in 2002 (Ballester and Tang, 2002). At that time, the resource was found to have been upgraded and substantially altered since its original construction, and did not retain sufficient historical integrity to reflect its original historical association. Therefore, the railroad was recommended as not eligible for listing on the NRHP or CRHR (Ballester and Tang, 2002). Two



separate site updates in 2007 confirmed the 2002 findings and recommended the resource as not eligible for the NRHP or CRHR due to its lack of integrity of materials, workmanship, and setting (McCormick, 2007; Smith and Harper, 2007).

4.2 Field Survey

Most of the project area is developed and paved with buildings, roads, and railroad tracks. During the fieldwork, these areas were checked with reconnaissance-level survey only, including the location of the proposed northern storage area where the Pickleworks and Cold Storage buildings currently stand (Figures 4 through 6).

Because the location of 100-120 North Santa Fe is entirely developed, no archaeological survey of that parcel was conducted. This building will be kept intact with minor interior improvements. No ground disturbing activities will take place in this location.

Intensive field survey was conducted of undeveloped areas (i.e., where exposed soil was visible). This was limited to a small area at the northern-most end of the project area just south of Commercial Street. Grading will be required in this location to bring the area to grade with the existing railway.

No new archaeological resources were discovered during the field survey. The two previously recorded sites within the Project area were field checked. The location of P-19-2563, a subsurface refuse deposit, was confirmed to be developed and paved with a modern building situated on top of the recorded site location.

A 0.3-mile (0.5 kilometer) segment of the historic-era alignment of the BNSF/ATSF Railway (P-19-186804/P-30-176663) bisects the northern half of the Project area. Examination of the railroad bed, rails, and ties confirmed that this portion of the railroad consists of modern materials (Figure 7).

No native soils exist within the surface of Project area. The entire Project area is developed or paved except for a small section of the northern-most end, just south of Commercial Street, where light gray-brown, sandy fill had been introduced to raise the ground surface in this area approximately 8 feet (2.4 meters) above the adjacent paved road surface and railroads (Figure 8). Here, a light scatter of non-diagnostic historic-age objects mixed with modern debris was observed. These objects include fragments of glass bottles, undecorated fine earthenware, porcelain vessels, red clay brick fragments, and pane glass. Because these objects were secondary deposits with the imported fill material, they did not retain any integrity as to original location of deposition and were not recorded as an archaeological site.



Figure 4. View of Northern Half of Project Area North of 1st Street Bridge; View Towards South.



Figure 5. View of Southern Half of Project Area South of 1st Street Bridge; View Towards South.



Figure 6. View of Cold Storage Building from Jackson Street; View Towards Southeast.



Figure 7. Segment of P-19-186804/P-30-176663 Within the Project Area, North of 1st Street Bridge; View Towards North.



Figure 8. Unpaved Area Near the Northernmost End of the Project Area, View Towards South-Southeast.

4.3 Native American Consultation

The search of the SLF by the NAHC indicated the presence of Native American sites in the Project vicinity. No additional information on the nature or location of the site(s) was provided, but the NAHC recommended contacting the Gabrielino Band of Mission Indians – Kizh Nation for more information about the sites. The NAHC also provided a list four additional Tribes who should be contacted about the Project. Metro sent letters to all five tribal groups in September 2017. Follow-up phone calls were made to each group on October 23, 2017.

The Gabrieleno Band of Mission Indians – Kizh Nation was the only Native American group to provide a formal written response. They requested Native American monitoring during ground-disturbing construction activities. Follow-up phone calls and meetings with the Kizh Nation has indicated that the Project area has a moderate to high potential to contain buried human remains. Metro is continuing consultation with the Kizh Nation under AB 52 to provide the Tribe with an opportunity to offer direct input to Metro and to facilitate collaboration on the Project.

The Gabrieleno/Tongva San Gabriel Band of Mission Indians initially expressed interest in consultation for the Project via a phone conversation with Metro staff, but has not provided a written formal response, despite extending the 30-day response period. Follow-up emails from Metro to the San Gabriel Band in October and November 2017 have had no response.



5.0 SUMMARY AND RECOMMENDATIONS

A review of the records search completed in 2016 for the Project area identified two previously recorded sites within the Project area. No new archaeological resources were discovered during the field survey. The two previously recorded sites were field checked during the survey.

A 0.3-mile (0.5 kilometer) segment of the historic-era alignment of the BNSF/ATSF Railway (P-19-186804/P-30-176663) bisects the northern half of the Project area. The railroad was previously evaluated and recommended as not eligible for listing on the NRHP or CRHR (Ballester and Tang, 2002). Examination of the railroad bed, rails, and ties during the current study confirmed that this portion of the railroad consists of modern materials. Therefore, Paleo Solutions concurs with the recommendation that this segment of the railroad is not eligible for the NRHP or CRHR due to lack of integrity. Because this site is not a Historical Resource (i.e., listed on or eligible for listing on the CRHR) under CEQA, there will be no impacts to the site from the proposed Project.

The location of P-19-2563, a subsurface refuse deposit, was confirmed to be developed and paved with a modern building situated on top of the recorded site location. This site was previously evaluated and recommended not eligible for the NRHP or CRHR (Greenwood and Foster, 1998). Because this site is not a Historical Resource under CEQA, there will be no impacts to the site, as currently recorded, from the proposed Project. However, the building on top of the site is proposed for demolition as part of the Division 20 Portal Project, and it will be replaced with new tracks for the proposed Storage Yard No. 1. Ground disturbing activities associated with demolition of the building and surrounding parking lot and installation of new tracks has the potential to reveal additional, unidentified subsurface deposits associated with P-19-2563. Implementation of Mitigation Measure CR-5, described below, would mitigate potential impacts to unidentified portions of the site, if present.

No native soils exist within the surface of Project area. One small area of imported fill was examined, and a light scatter of historic-age and modern objects was observed. These objects represent a secondary deposit that likely originated with the imported fill material. Therefore, these items are not considered to be an intact archaeological site.

Although no Historical Resources were identified within the Project area as a result of this study, the records search review identified eight additional historic-age sites within 0.25 mile of the Project area, many of which contain buried archaeological deposits. Native American burials and subsurface prehistoric artifacts have also been recorded within 0.25 mile. Given the proximity of the Project location to the Los Angeles River, prehistoric use of the land is likely. Buried prehistoric materials may exist below existing buildings, tracks, and pavement, particularly in the locations of the Pickleworks and Cold Storage buildings and underneath the fill material south of Commercial Street where grading will be required. In addition, it is possible that additional buried deposits associated with P-19-2563 may exist beyond the mapped boundaries of the site, as recorded in 1997. Although much of the Project area is developed and paved, there is a potential for buried archaeological deposits to exist. Therefore, potential impacts to unidentified cultural resources could occur from the Project. To avoid inadvertent impacts to subsurface archaeological deposits, Mitigation Measure CR-5, as described in Section 3.4, Cultural Resources, of the Environmental Impact Report (EIR) prepared for the Project and presented below, shall be implemented:

Mitigation Measure CR-5. A qualified archaeologist who meets the standards of the Secretary of the Interior for Archaeology (Project Archaeologist) shall be retained to provide and supervise archaeological monitoring of all project-related, ground-disturbing construction activities (e.g., boring, grading, excavation, drilling, trenching) that occur after existing pavement and buildings are removed. A Cultural Resources Monitoring and Mitigation Plan (CRMMP) shall be developed prior to



the start of ground-disturbing activities outlining qualifications and roles of the Project Archaeologist and archaeological monitor, monitoring procedures, reporting requirements, and procedures to follow if cultural resources are encountered during construction.

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

Native American burials have been recorded within 0.25 mile of the Division 20 Portal Project Area. Consultation with Native American tribes has indicated that the Project Area has a moderate to high potential to contain human burials. Human remains are defined as any physical remains of a human being. The term "human remains" encompasses more than human bones. Past burial practices often included the burial of associated cultural resources (i.e., funerary objects) with the deceased, and the ceremonial burning of human remains. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.

Because the Project Area has a moderate to high potential to contain human burials, potential impacts to human remains could occur from the Project. To avoid inadvertent impacts to human remains, Mitigation Measure CR-9, as described in Section 3.4, Cultural Resources, of the Project EIR and presented below, shall be implemented:

Mitigation Measure CR-9. In the event that human remains, as defined above, are encountered at the Project site, procedures specified in the Health and Safety Code Section 7050.5, Public Resources Code Section 5097.98, and the California Code of Regulations Section 15064.5(e) shall be followed. In this event, all work within 100 feet (30 meters) of the burial shall cease, and any necessary steps to ensure the integrity of the immediate area shall be taken. This shall include establishment of a temporary Environmentally Sensitive Area (ESA) marked with stakes and flagging



tape around the find and 100-foot buffer. The Los Angeles County Coroner shall be immediately notified. The Coroner must then determine whether the remains are Native American. Work shall continue to be diverted while the Coroner determines whether the remains are Native American. Should the Coroner determine that the remains are Native American, the Coroner has 24 hours to notify the NAHC, who shall in turn, notify the person they identify as the most likely descendent (MLD) of any human remains. Further actions shall be determined in consultation with the MLD. The MLD has 24 hours following notification from the NAHC to make recommendations regarding the disposition of the remains of the discovery. If requested by the MLD, measures shall be taken to the extent feasible to preserve and protect the remains in situ. If preservation in place is not feasible in light of such factors as the nature of the find, the Proposed Project design, costs, and other considerations, the appropriate treatment, reburial, or repatriation of the remains shall be determined in consultation with the MLD. If the MLD does not make recommendations within 24 hours, Metro shall, with appropriate dignity, re-inter the remains in an area of the property secure from further disturbance. Alternatively, if Metro does not accept the MLD's recommendations, Metro or the MLD may request mediation by the NAHC. The location of the remains shall be kept confidential and secured from disturbances and looting until the appropriate treatment has been identified and implemented. No information regarding the discovery of human remains shall be publicized.

On-going consultation with Native American tribes pursuant to AB 52 has indicated that ground-disturbing activities have the potential to reveal additional, as yet unidentified subsurface deposits of prehistoric and historic-age and Native American burials, which may be tribal cultural resources. If previously unidentified archaeological resources, including tribal cultural resources, are encountered during construction, the possibility exists that those resources could be disturbed or damaged during construction for the Project. To avoid inadvertent impacts to tribal cultural resources, Mitigation Measure TCR-1, as described in Section 3.8, Tribal Cultural Resources, of the Project EIR and presented below, shall be implemented:

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



Thank you for the opportunity to assist you with this project. If you have any questions regarding this report, please contact me via email at evelyn@paleosolutions.com or by phone: (909) 226-3802.

Sincerely,

A handwritten signature in black ink, appearing to read "Evelyn N. Chandler". The signature is fluid and cursive, with a long, sweeping underline that extends to the left.

Evelyn N. Chandler
Principal Archaeologist



6.0 REFERENCES

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APPENDIX C.3

Paleontological Resources Technical Memorandum



November 7, 2017

Namrata Cariapa
ICF
601 W. Fifth St., Ste. 900
Los Angeles, CA 90071

RE: Updated Paleontological Assessment for the Los Angeles County Metropolitan Transportation Authority (Metro) Division 20 Portal Project, Los Angeles, California

1.0 INTRODUCTION

Paleo Solutions, Inc. (Paleo Solutions), under contract to ICF, completed an updated paleontological assessment for the Los Angeles County Metropolitan Transportation Authority (Metro) Division 20 Portal Project (Project). The Metro Division 20 rail yard, located at 300 S. Santa Fe Avenue in Los Angeles, serves as a maintenance and operations facility for Metro's Red and Purple line trains. Metro is proposing facility improvements to accommodate future service increases on the Metro Red and Purple Lines. These improvements, which include widening the portal and new tracks and switches, will allow trains to perform faster turnarounds and increase overall service frequency.

This paleontological assessment serves as an update to the Cultural Resources Assessment for the Metro Red/Purple Line Core Capacity Improvements Project, Los Angeles, California (Beherec et al., 2017), which was prepared by AECOM in February 2017. This assessment includes portions of the Project area that were added to the Project since the completion of the February 2017 assessment. The study was conducted in compliance with provisions of the California Environmental Quality Act (CEQA), and all other applicable state and local regulations.

2.0 PROJECT LOCATION AND DESCRIPTION

The Project is located within and just north of the Arts District in downtown Los Angeles, south of the Santa Ana Freeway (US Route 101) along the Los Angeles River (Figures 1 and 2). On March 23, 2017, an Initial Study/Mitigated Negative Declaration (IS/MND) was adopted by the Metro Board of Directors (Beherec et al., 2017). Since then there have been refinements to the design of the Project that require additional environmental analysis. The proposed Project includes the following elements:

- Demolition of the existing MOW 61A building,
- Reconfiguration of trackwork,
- Extension of turnback tracks further south to existing tracks near 6th Street,

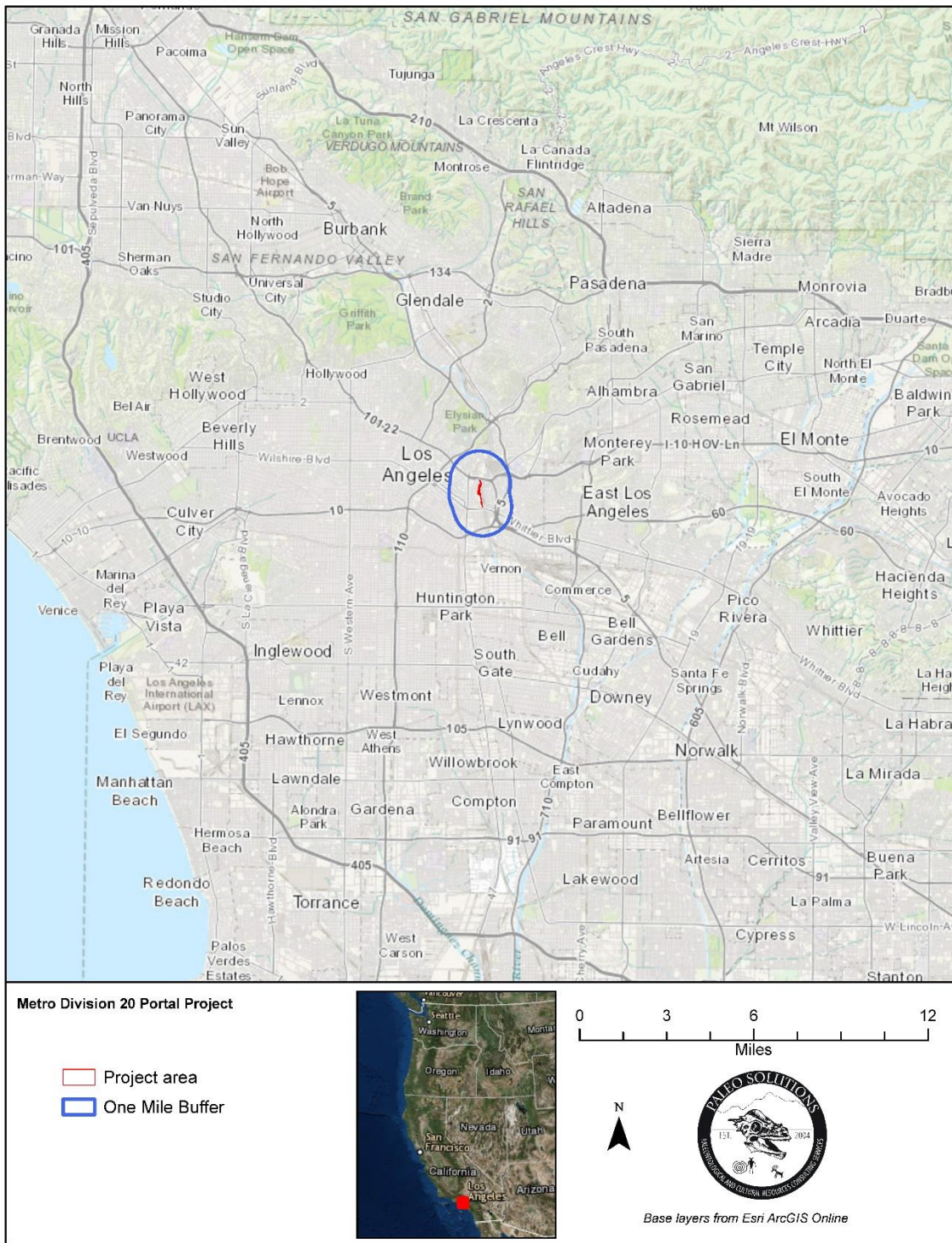


Figure 1. Project Location.

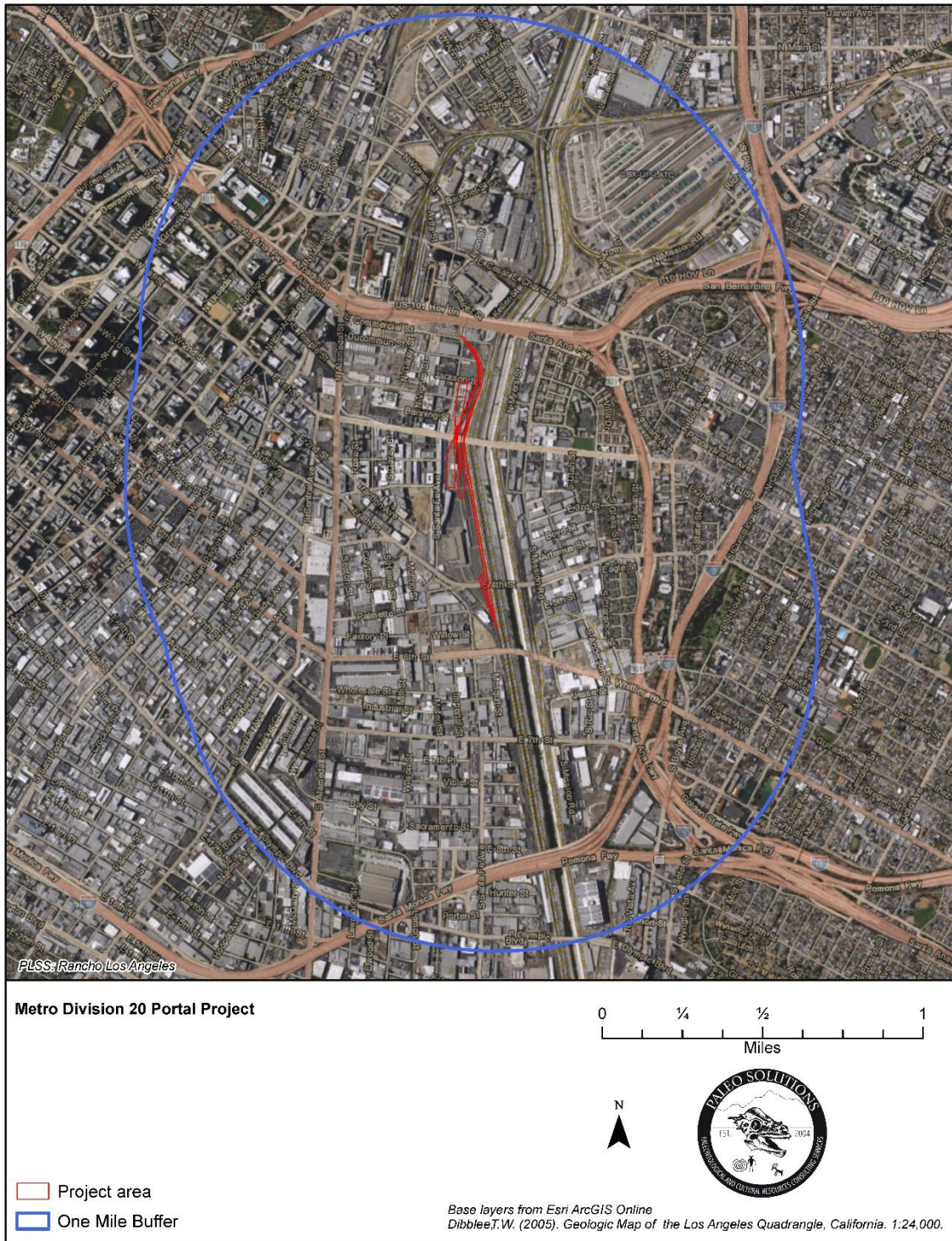


Figure 2. Project Area Overview.



- Acquisition and demolition of various properties located west of the current Division 20 railyard to provide additional storage tracks, and
- Modification of the 1st Street Bridge, including removal and modification of existing piers and superstructure.

This work may require grading and other ground-disturbing activities.

3.0 REGULATORY SETTING

This section of the report presents the regulatory requirements pertaining to paleontological resources that will apply to this project.

3.1 State Regulatory Setting

California Environmental Quality Act (CEQA)

The procedures, types of activities, persons, and public agencies required to comply with the California Environmental Quality Act (CEQA) are defined in the Guidelines for Implementation of CEQA (State CEQA Guidelines), as amended on March 18, 2010 (Title 14, Section 15000 et seq. of the California Code of Regulations) and further amended January 4th, 2013. One of the questions listed in the CEQA Environmental Checklist is: “Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?” (State CEQA Guidelines Section 15064.5 and Appendix G, Section V, Part C).

State of California Public Resources Code

The State of California Public Resources Code (Chapter 1.7), Sections 5097 and 30244, includes additional state level requirements for the assessment and management of paleontological resources. These statutes require reasonable mitigation of adverse impacts to paleontological resources resulting from development on state lands, and define the excavation, destruction, or removal of paleontological “sites” or “features” from public lands without the express permission of the jurisdictional agency as a misdemeanor. As used in Section 5097, “state lands” refers to lands owned by, or under the jurisdiction of, the state or any state agency. “Public lands” is defined as lands owned by, or under the jurisdiction of, the state, or any city, county, district, authority, or public corporation, or any agency thereof.

3.2 Local Regulatory Setting

Los Angeles County

The Conservation and Natural Resources Element of the County of Los Angeles General Plan (County of Los Angeles, 2015) recognizes paleontological resources as non-renewable and irreplaceable resources that an important part of the County’s identity. The general plan includes four policies to protect paleontological resources (Goal C/NR 14):

- Policy C/NR 14.1: Mitigate all impacts from new development on or adjacent to historic, cultural, and paleontological resources to the greatest extent feasible;
- Policy C/NR 14.2: Support an inter-jurisdictional collaborative system that protects and enhances historic, cultural, and paleontological resources;
- Policy C/NR 14.5: Promote public awareness of historic, cultural, and paleontological resources; and



- Policy C/NR 14.6: Ensure proper notification and recovery processes are carried out for development on or near historic, cultural, and paleontological resources.

City of Los Angeles

The City of Los Angeles (City of Los Angeles, 2001), in Section 3 of the Conservation Element of the General Plan, requires that measures be taken to protect the City's archaeological and paleontological resources for historical, cultural, research and/or educational purposes. One policy and one program support this requirement. This policy requires that the City continue to identify and protect significant archaeological and paleontological sites and/or resources known to exist or that are identified during land development, demolition or property modification activities.

4.0 POTENTIAL FOSSIL YIELD CLASSIFICATION SYSTEM

The Potential Fossil Yield Classification (PFYC) system was developed by the Bureau of Land Management (BLM, 2007, 2016). The PFYC system is a predictive resource-management tool founded on two basic facts of paleontology: occurrences of paleontological resources are closely tied to the geologic units (i.e., formations, members, or beds) that contain them, and the likelihood of the presence of fossils can be broadly predicted from the distribution of geologic units at or near the surface (Table 1). Therefore, geologic mapping, as the documentation of geologic unit distribution, is a reliable method for assessing the potential of geologic units to preserve fossils.

The PFYC system classifies geologic units on the relative abundance of scientifically significant vertebrate, invertebrate, or plant fossils and their sensitivity to adverse impacts, with a higher classification number indicating a higher potential for fossil occurrences. Among paleontologists, it is understood that this classification is preferably applied to the geologic formation, member, or other distinguishable unit at the most detailed mappable level. The PFYC is not intended to be applied to specific paleontological localities or small geographic areas within geologic units. Although significant localities may occasionally occur in a geologic unit, the existence of a few important fossils or localities widely scattered over a large area does not necessarily indicate a higher classification for the unit. The relative abundance of significant localities is intended to serve as the major determinant for the class assignment. The PFYC system is intended to provide baseline guidance for predicting, assessing, and mitigating impacts on paleontological resources.

Table 1. The PFYC, summarized from BLM IM 2016-124 (2016)

PFYC Designation	Assignment Criteria Guidelines and Management Summary
1 = Very Low Potential	Geologic units are not likely to contain recognizable fossil remains.
	Units are igneous or metamorphic, excluding reworked volcanic ash units.
	Units are Precambrian in age or older.
	Management concern is negligible, and impact mitigation is unnecessary except in rare circumstances.
2 = Low Potential	Sedimentary geologic units are not likely to contain vertebrate fossils or scientifically significant nonvertebrate fossils.
	Vertebrate or significant invertebrate or plant fossils are not present or are very rare.
	Units are generally younger than 10,000 years BP.
	Eolian deposition has occurred recently.
	Sediments exhibit significant physical and chemical changes (i.e., diagenetic alteration).
Management concern is low, and impact mitigation is usually unnecessary except in rare circumstances.	
3 = Moderate Potential	Fossiliferous sedimentary geologic units in which fossil content varies in significance, abundance, and predictable occurrence or sedimentary units of unknown fossil potential are present.
	Fossils are often marine in origin with sporadic known occurrences of vertebrate fossils.
	Vertebrate fossils and scientifically significant invertebrate or plant fossils known to occur intermittently; predictability known to be low



PFYC Designation	Assignment Criteria Guidelines and Management Summary
	Surface-disturbing activities require sufficient assessment to determine whether significant paleontological resources occur in the area of a proposed action and whether the action could affect the paleontological resources. Management options could include pre-disturbance surveys, monitoring, or avoidance. Opportunities may exist for hobby collecting.
4 = High Potential	Geologic units containing a high occurrence of significant fossils are present. Vertebrate fossils or scientifically significant invertebrate or plant fossils are known to occur and have been documented but may vary in occurrence and predictability.
	Surface-disturbing activities may adversely affect paleontological resources in many cases. Management concern is moderate to high depending on the proposed action. A field survey by a qualified paleontologist is often needed to assess local conditions. On-site monitoring or spot-checking may be necessary during construction activities. Management prescriptions for resource preservation and conservation through controlled access or special management designation should be considered.
5 = Very high Potential	Highly fossiliferous geologic units that consistently and predictably produce vertebrate fossils or scientifically significant invertebrate or plant fossils are present and are at risk of human-caused adverse impacts or natural degradation.
	The probability for impacting significant fossils is high. Vertebrate fossils or scientifically significant invertebrate fossils are known or can reasonably be expected to occur. Management concern is high to very high. A field survey by a qualified paleontologist is usually necessary before surface disturbance or land tenure adjustments. Impact mitigation will often be necessary before and/or during these actions. Official designation of areas of avoidance, special interest, and concern may be appropriate
U= Unknown Potential	Unit is poorly studied and/or poorly documented; potential yield cannot be assigned without ground reconnaissance.
	Geologic units in this class may eventually be placed in another class after sufficient survey and research is performed. Management concern cannot be determined from existing data.

5.0 ANALYSIS OF EXISTING DATA

5.1 Geologic Map and Literature Review

The Project area is in the Los Angeles Basin, directly adjacent to the Los Angeles River. The Los Angeles Basin is a north-west trending alluviated lowland bounded on the north by the Santa Monica Mountains and the Elysian, Repetto, and Puente hills, and on the east and southeast by the Santa Ana Mountains and San Joaquin Hills, and by the Pacific Ocean on the west and south (Yerkes et al., 1965). According to geologic mapping by Dibblee (1989) (Figure 3), the Project area is entirely underlain by Holocene-aged surficial alluvium deposited by the Los Angeles River. However, mapping shows surface exposure of the Fernando Formation, an unnamed formation consisting of marine strata (potentially the Puente Formation), and older surficial sediments within a one-mile radius of the Project.

Artificial fill (Holocene)

Artificial fill or previously disturbed sediments consist of surface materials that have been disturbed by human activity. These deposits comprise materials that have been impacted and/or imported. Scientifically significant fossils are generally not known from these units, since any discovered resource would lack stratigraphic context. Artificial fill is not mapped in the Project area; however, these deposits were observed in aerial photographs of the Project area, particularly in areas where previous construction has occurred. These deposits have a low paleontological potential (PFYC 2).

Alluvial Gravel (Holocene), Gravel and Sand (Holocene)

Alluvial Gravel (Qa) and Gravel and Sand (Qg) are young surficial sediments composed of clay, sand, and gravel deposited by rivers and in floodplains, (Dibblee, 1989). These deposits do not typically produce fossils due to their young age, and therefore these deposits are assigned a low paleontological potential (PFYC 2), but they may overlie older, more sensitive geologic units.

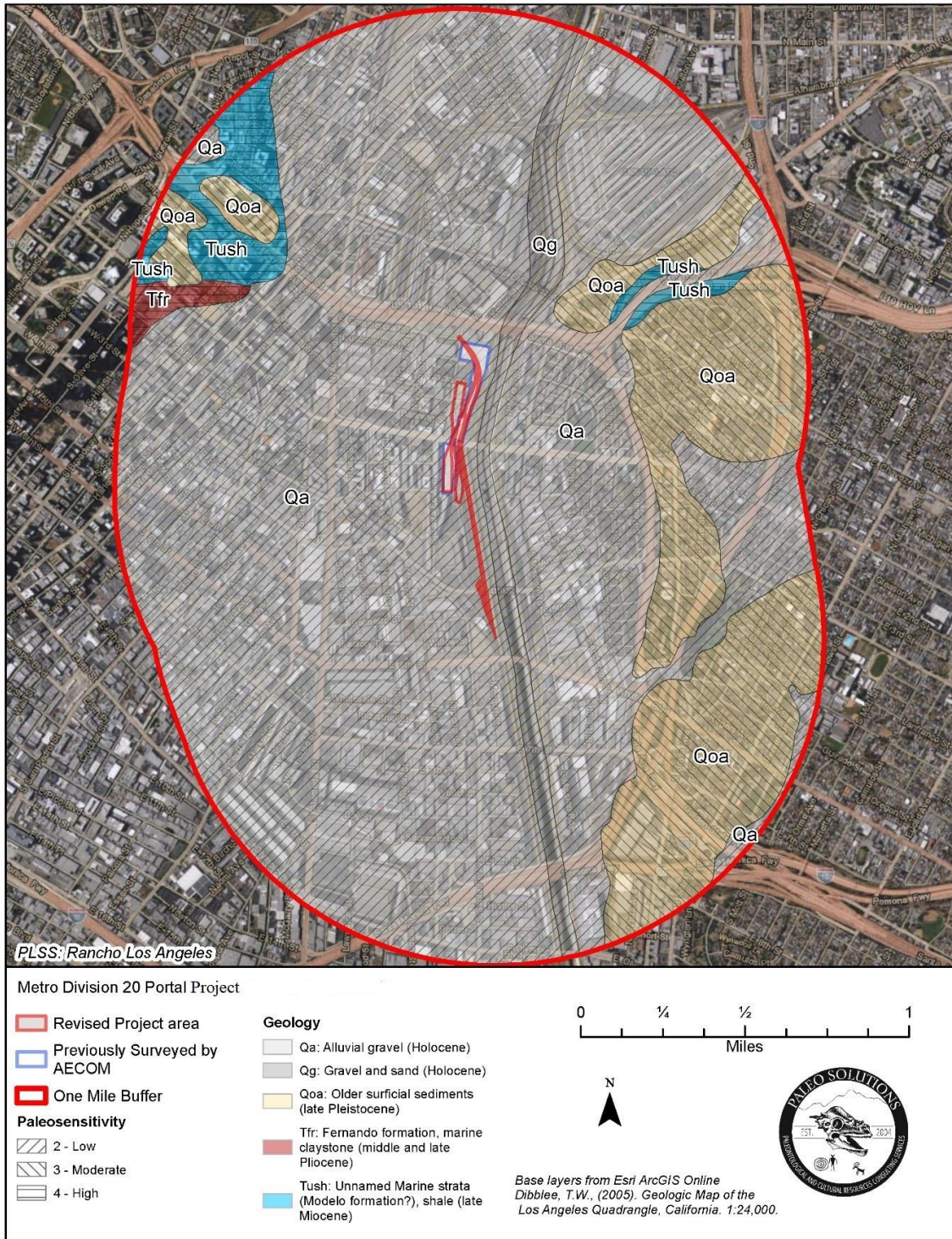


Figure 3. Geology within One Mile of Project Area.



Older Surficial Sediments (Pleistocene)

Older Surficial Sediments (Qoa) are Pleistocene-aged (11,000 to 1.1 million years old) remnants of older weakly consolidated alluvial deposits of gravel, sand, and silt (Dibblee, 1989). Taxonomically diverse and locally abundant Pleistocene fossil animals and plants have been collected from older alluvial deposits throughout southern California and include mammoth, mastodon, camel, horse, bison, giant ground sloth, peccary, cheetah, lion, saber-tooth cat, capybara, dire wolf, and numerous taxa of smaller mammals (Jahns, 1954; Jefferson, 1991). Some Pleistocene-aged alluvial deposits are composed of coarse-grained material, which is not typically conducive to the preservation of fossils. However, finer grained alluvial sediments may contain significant paleontological resources. These deposits are assigned a moderate paleontological potential (PFYC 3).

Fernando Formation (Pliocene to Pleistocene)

The Pliocene to Pleistocene (3 to 1.8 million years old) is present in the eastern Puente Hills and much of the northeastern Los Angeles Basin. The formation has been divided into two members which are separated by an erosional unconformity. The lower member generally consists of a light grayish-brown to olive-brown siltstone, is massive to poorly bedded, and micaceous. Several thin lenticular pebble conglomerate beds are interbedded with the fine-grained strata and form prominent outcrops. The presence of this coarse-grained sediment within generally fine-grained strata suggests that the coarse basin margin sediments were transported to the deeper basin center by turbidity currents. While microfossils (foraminifers) are abundant, megafossils are comparatively rare in this member and consist primarily of gastropods, pelecypods, and brachiopods (Durham and Yerkes, 1964).

The upper member is composed of light gray sandstone, pebbly sandstone, and interbedded sandy conglomerate consisting of sub-rounded to well-rounded pebbles of igneous and metamorphic rocks. The well-cemented matrix of the conglomerate is composed of white to yellowish-brown coarse sandstone. The sandstone lithologies are poorly consolidated, fine- to coarse-grained, rarely well bedded, and sometimes graded, and they weather to yellowish-brown or reddish-brown. Numerous fossil localities have been documented within this member and consist of mollusks such as gastropods, bivalves, and scaphopods (Durham and Yerkes, 1964).

Multiple marine specimens of pinnipeds (e.g., *Pontolis magnus*) and dolphins, as well as gastropods (e.g., *Calicantharus humerosus*) and pelecypods (e.g., *Chlamys beringianus*) have also been published from the Fernando Formation (Kellogg, 1925; Yerkes, 1972). Terrestrial vertebrates include ground sloth (*Paramylodon*); mastodon (*Mammut*); mammoth (*Mammuthus*); horses (*Plesippus* and *Equus*); camel (*Camelops*); the pronghorn antelope (*Antilocapra Americana*); and turkey (*Meleagris californica*) (Koch et al., 2004). Due to the presence of many significant vertebrate macrofossils, the Fernando Formation has high paleontological potential (PFYC 4).

Unnamed Marine Strata (Puente Formation) (Miocene)

This unit is mapped by Dibblee (1989) as “unnamed shale,” however, it is attributed to the Miocene Puente Formation by other geologic map authors (Lamar, 1970; and Schoellhamer et al., 1965; Webber, 1980 [cited in Dibblee, 1989]); therefore, it will be referred to as Puente Formation throughout this report. As mapped by Dibblee (1989) the formation consists of gray to light brown, thinly bedded silty clay shale that locally contains calcareous nodules, fine-grained sandstone interbeds, and lenses of semi-siliceous or diatomaceous shale.

The Puente Formation was first described in detail by G.H. Eldridge and R. Arnold (1907). The formation typically consists of shale, siltstone, sandstone, and pebble to cobble conglomerate and has an unknown maximum thickness of more than 13,000 feet (Eldridge and Arnold, 1907). The Puente Formation is known to be locally equivalent to the Monterey Formation (Cooper, 1981; Critelli et al., 1995). The formation is generally subdivided into four distinct members, but in the central Los



Angeles Basin where the Project is located, the Puente Formation is too uniform to be divided by visible lithology.

The Puente Formation was deposited when the ocean still covered much of southern California. Rapid uplift of landward sediments due to the geologically rapid convergence of the Pacific and Farallon Plates caused the production of large amounts of terrestrially derived sediments. At that time, submarine canyons along the coast shed two main “megasequences” of turbidites (comparable to oceanic landslides) off the continental shelf and into the ocean basin, where they were interbedded with slower accumulating silts and clays (Critelli et al., 1995). This resulted in the beds of sandstone, siltstone, shale, and clay present near the Project area.

Fossils found in upper sections of the Puente Formation include benthic and pelagic foraminifera, which indicate ocean depths of greater than 2,000 feet (Cooper, 1981; Morton and Miller, 2006). Deep marine fish are also present in these units that are today only found in water below 3,300 feet below the photic zone. Species include anglerfish (*Lophiiformes*), deep-sea smelts (*Bathylgidae*), hatchetfish (*Argyropelecus* sp.), and lanternfish (*Myctophidae*). Lower in the Puente Formation foraminifera, fragments of fossilized wood, mollusks, bony fish, shark teeth, and whale have been reported (Cooper, 1981; Critelli et al., 1995). In addition, the Puente Formation recently produced numerous specimens of well-preserved fossil fish of late Miocene age during excavations for a housing development project in Diamond Bar. These fossils were discovered during monitoring in early 2016 and included scientifically significant specimens from seven different taxa: round herring (*Estringus scintillans*), cod (*Eclípes* sp.), ray-finned fish (Teleostei undet.), mackerel/tuna family (*Scombridae*), herring/shad family (*Clupeidae*), shad (*Ganolytes cameo*), and a unique eel (*Anguilliformes*) (Aron et al., 2016). A recovered fossil eel specimen with 74 small articulated vertebrae is of particular importance since similar eel fossils are only known from small isolated vertebrae in the Capistrano Formation and a few other formations in southern California (Aron et al., 2016). Due to the presence of many significant vertebrate fossils, the Unnamed Marine Strata (Puente Formation) has high paleontological potential (PFYC 4).

5.2 Paleontological Records Search

On August 15, 2017, Paleo Solutions requested a paleontological records search from the Natural History Museum of Los Angeles County (LACM), intended to determine if there are any previously recorded paleontological localities within the boundaries of, or in the vicinity of, the Project area.

Based on the LACM records search, there are no known fossil localities within the Project area, nor within a one-mile radius of the Project area. However, the LACM reported two vertebrate fossil localities in the vicinity of the Project in Older Surficial Sediments, one at a depth of 43 feet below the street, and the other at a depth of 20-35 feet below the surface (LACM 1755 & 2032). Additionally, they report a nearby locality in the Older Surficial Sediments uncovered during storm drain excavation (LACM 1023) (McLeod, 2017; Table 2; Appendix A). Although shallow excavations in younger alluvium are unlikely to uncover significant vertebrate fossil remains, any substantial excavations in the Project area may impact older Pleistocene sediments which have the potential to produce vertebrate fossils (McLeod, 2017).

Table 2. Previously Recorded Fossil Localities in nearby Older Surficial Sediments

Locality Number	Data Provided By	Data Collected By	Fossils	Depth below surface	Formation
1755	LACM	Data not provided	Horse, <i>Equus</i>	43 feet	Older Surficial Sediments



Locality Number	Data Provided By	Data Collected By	Fossils	Depth below surface	Formation
2032	LACM	Data not provided	pond turtle, <i>Clemmys mamorata</i> ; ground sloth, <i>Paramylodon harlani</i> ; mastodon, <i>Mammuth americanum</i> ; mammoth, <i>Mammuthus imperator</i> ; horse, <i>Equus</i> ; and camel, <i>Camelops</i>	20-35 feet	Older Surficial Sediments
1023	LACM	Data not provided	turkey, <i>Meleagris californicus</i> ; sabre-toothed cat, <i>Smilodon fatalis</i> ; horse, <i>Equus</i> ; and deer, <i>Odocoileus</i>	Unstated	Older Surficial Sediments

5.3 Geotechnical Records

A review of geotechnical boring logs completed for previous Metro projects in the vicinity of this project provides an excellent basis for estimation of the geology in the subsurface of the Project area. Particularly, geotechnical analysis performed for the First Street Viaduct over the Los Angeles River Project (Gallagher et al., 1994) and the Regional Connector Transit Corridor Project (Hansmire, 2015) provided useful logs nearby the Project area.

The closest available geotechnical boring log to the Project area was taken at the intersection of First Street and Santa Fe Avenue, which is near the center of the Project area (see Figure 2). This log records 15 feet of artificial fill material, underlain by 8 feet of light brown sand, followed by 52 feet of light tan sand with gravel (Gallagher et al., 1994). The log ends upon drill rig refusal at 75 feet below the surface due to boulders at depth.

Slightly to the northwest, a log was recorded at the intersection of Temple Street and Alameda Street, near the current Little Tokyo/Arts District Station, approximately a quarter mile west of the northern end of the Project area (Figure 2). This log records approximately 8 feet of artificial fill, followed by 12 feet of younger alluvial material, then 25 feet of older alluvial material, then Fernando Formation until the end of the log at 60 feet below the surface (Hansmire, 2015). This log indicates the existence of older alluvial material at approximately 20 feet below the ground surface, and an inferred cross section created from this and other logs in the associated report estimates that the depth to older alluvium becomes shallower closer to the Los Angeles River.

These logs indicate that Older Surficial Sediments will be impacted by any excavation greater than 20 feet below the ground surface, and potentially at more shallow depths within the Project area. Puente Formation did not appear in any boring logs near the Project area, and the Fernando Formation was encountered at approximately 50 feet below the ground surface in boring logs along Alameda Street, approximately a quarter mile west of the Project area, and likely exists at this depth under the Project area.

6.0 IMPACT ANALYSIS

Impacts on paleontological resources can generally be classified as either direct, indirect or cumulative. Direct adverse impacts on surface or subsurface paleontological resources are the result of destruction by breakage and crushing as the result of surface disturbing actions including construction excavations. In areas that contain paleontologically sensitive geologic units, ground disturbance has the potential to adversely impact surface and subsurface paleontological resources of scientific importance. Without mitigation, these fossils and the paleontological data they could provide if properly recovered and documented, could be adversely impacted (damaged or destroyed), rendering them permanently unavailable to science and society.

Indirect impacts typically include those effects which result from the continuing implementation of management decisions and resulting activities, including normal ongoing operations of facilities constructed within a given project area. They also occur as the result of the construction of new



roads and trails in areas that were previously less accessible. This increases public access and therefore increases the likelihood of the loss of paleontological resources through vandalism and unlawful collecting. Human activities that increase erosion also cause indirect impacts to surface and subsurface fossils as the result of exposure, transport, weathering, and reburial.

Cumulative impacts can result from incrementally minor but collectively significant actions taking place over a period of time. The incremental loss of paleontological resources over time as a result construction-related surface disturbance or vandalism and unlawful collection would represent a significant cumulative adverse impact because it would result in the destruction of non-renewable paleontological resources and the associated irretrievable loss of scientific information.

There are no documented paleontological localities within the boundaries of the Project area, and the native sediment immediately beneath the Project area is mapped as younger alluvium (Dibblee, 1989). However, geotechnical logs indicate that Older Surficial Sediments will be present at least 20 feet below the ground surface, and potentially at shallower depths within the Project area. Any earthmoving work in native sediments beneath the surficial fill and alluvium may potentially result in significant impact on paleontological resources if native Pleistocene or older sediments are encountered. Current planned excavations for the Project extend approximately 25 feet below the ground surface, and are not expected to impact the Puente or Fernando formations.

No indirect or cumulative impacts on paleontological resources are anticipated at any of the work areas.

7.0 SUMMARY AND RECOMMENDATIONS

The new area encompassed by the refinements to the Project is completely underlain by surficial alluvium and previously disturbed sediments. However, Project activities have the potential to penetrate older Pleistocene alluvium below the surface and therefore the original paleontological mitigation recommendations of the Beherec et al. (2017) assessment are applicable to the entire refined area. To avoid inadvertent impacts to subsurface paleontological resources, Mitigation Measures CR-2, CR-3, and CR-4, as described in the Final IS/MND for the Project (AECOM, 2017) shall be implemented with the minor modifications presented below:

Mitigation Measure CR-2. The Project is expected to occur in previously disturbed soils. However a qualified paleontological monitor shall be retained to monitor project-related excavation activities on a full-time basis in previously undisturbed Pleistocene deposits, if encountered. Project-related excavation activities of less than ten feet depth shall be monitored on a part-time basis to ensure that underlying paleontologically sensitive sediments are not being impacted. In addition, the monitor shall ensure the proper differentiation between paleontological and archaeological resources.

Mitigation Measure CR-3. The Project is expected to occur in previously disturbed soils. A Paleontological Monitoring and Mitigation Plan will be developed prior to the start of ground disturbing activities by a qualified professional paleontologist. A qualified professional paleontologist shall be retained to supervise the monitoring of construction. Paleontological resource monitoring shall include inspection of exposed geologic units during active excavations within sensitive geologic sediments, as defined by the PMMP and as needed. The monitor shall have authority to temporarily divert grading away from exposed fossils in order to efficiently recover the fossil specimens and collect associated data. The qualified paleontologist shall prepare monthly progress reports to be filed with Metro. At each fossil locality, field data forms shall be used to record pertinent geologic data,



stratigraphic sections shall be measured, and appropriate sediment samples shall be collected and submitted for analysis. Matrix sampling shall be conducted to test for the presence of microfossils.

Mitigation Measure CR-4. Recovered fossils shall be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility. The most likely repository would be the Natural History Museum of Los Angeles County.

Thank you for the opportunity to assist you with this project. If you have any questions concerning the results of this study, please contact Courtney Richards at crichards@paleosolutions.com.

Sincerely,

A handwritten signature in black ink, appearing to read "Nathan Dickey".

Nathan Dickey, M.S.
Paleontologist & GIS Specialist

A handwritten signature in black ink, appearing to read "Courtney Richards".

Courtney Richards, M.S.
Principal Paleontologist



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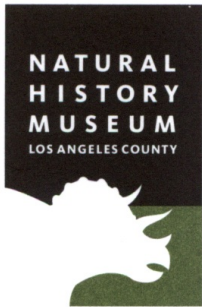
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APPENDIX A: MUSEUM RECORD SEARCH RESULTS

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of Los Angeles County
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Los Angeles, CA 90007

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www.nhm.org



Vertebrate Paleontology Section
Telephone: (213) 763-3325

e-mail: smcleod@nhm.org

1 September 2017

Paleo Solutions, Inc.
911 South Primrose Avenue, Unit N
Monrovia, CA 91016

Attn: Barbara Webster, GIS Specialist & Archaeologist

re: Paleontological resources for the proposed Metro Division 20 Portal Widening / Turnback Facility Project, in the City of Los Angeles, Los Angeles County, project area

Dear Barbara:

I have conducted a thorough search of our paleontology collection records for the locality and specimen data for the proposed Metro Division 20 Portal Widening / Turnback Facility Project, in the City of Los Angeles, Los Angeles County, project area as outlined on the portion of the Los Angeles USGS topographic quadrangle map that you sent to me via e-mail on 15 August 2017. We do not have any vertebrate fossil localities that lie directly within the proposed project area boundaries, but we do have localities nearby from the same sedimentary deposits that occur subsurface in the proposed project area.

The entire proposed project site area has surficial deposits of younger Quaternary Alluvium, derived as fluvial deposits from the flood plain of the Los Angeles River that currently flows in a concrete channel immediately to the east. These younger Quaternary deposits usually do not contain significant fossil vertebrates, at least in the uppermost layers, but the underlying older Quaternary deposits found at varying depths may well contain significant vertebrate fossils.

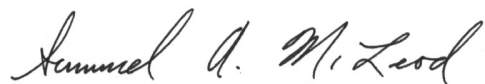
Our closest vertebrate fossil locality from the older Quaternary deposits is LACM 1755, due west of the southern-most portion of the proposed project area near the intersection of Hill Street and 12th Street, that produced a fossil specimen of horse, *Equus*, at a depth of 43 feet below the street. Our next closest vertebrate fossil locality from older Quaternary deposits

beneath the younger Quaternary Alluvium is LACM 2032, northeast of the northern-most portion of the proposed project area near the intersection of Mission Road and Daly Street around the Golden State Freeway (I-5), that produced fossil specimens of pond turtle, *Clemmys mamorata*, ground sloth, *Paramylodon harlani*, mastodon, *Mammut americanum*, mammoth, *Mammuthus imperator*, horse, *Equus*, and camel, *Camelops*, at a depth of 20-35 feet below the surface. The pond turtle specimens from locality LACM 2032 were figured in the scientific literature by B.H. Brattstrom and A. Sturn (1959. A new species of fossil turtle from the Pliocene of Oregon, with notes on other fossil *Clemmys* from western North America. Bulletin of the Southern California Academy of Sciences, 58(2):65-71). At our locality LACM 1023, just north of locality LACM 2032 near the intersection of Workman Street and Alhambra Avenue, excavations in these deposits for a storm drain recovered fossil specimens of turkey, *Meleagris californicus*, sabretoothed cat, *Smilodon fatalis*, horse, *Equus*, and deer, *Odocoileus*, at unstated depth. A specimen of the turkey, *Meleagris*, from this locality was published in the scientific literatus by D. W. Steadman (1980. A Review of the Osteology and Paleontology of Turkeys (Aves: Meleagridinae). Contributions in Science, Natural History Museum of Los Angeles County, 330:131-207).

Shallow excavations in the younger Quaternary Alluvium exposed throughout the proposed project area are unlikely to uncover significant fossil vertebrate remains. Deeper excavations in the proposed project area that extend down into the older Quaternary sediments, however, may well encounter significant vertebrate fossils. Any substantial excavations in the proposed project area, therefore, should be closely monitored to quickly and professionally recover any potential vertebrate fossils without impeding development. Also, sediment samples should be collected and processed to determine the small fossil potential in the proposed project area. Any fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.

This records search covers only the vertebrate paleontology records of the Natural History Museum of Los Angeles County. It is not intended to be a thorough paleontological survey of the proposed project area covering other institutional records, a literature survey, or any potential on-site survey.

Sincerely,

A handwritten signature in cursive script that reads "Samuel A. McLeod".

Samuel A. McLeod, Ph.D.
Vertebrate Paleontology

enclosure: invoice

APPENDIX D

Hazardous Materials Technical Memorandum

DIVISION 20 PORTAL
WIDENING/
TURNBACK FACILITY
PROJECT
ADMINISTRATIVE
DRAFT HAZARDOUS
MATERIALS
TECHNICAL
MEMORANDUM

Global ASR Consulting Inc
316 W Carson Street Suite 201
Carson CA 90745
818-445-7677

OVERVIEW

The Los Angeles County Metropolitan Transportation Authority (Metro) is proposing service improvements for its Red and Purple Lines with the Proposed Metro Division 20 Portal Widening/Turnback Facility Project (Project). The Project aims to address the service and capacity limitations with three core improvements, which include:

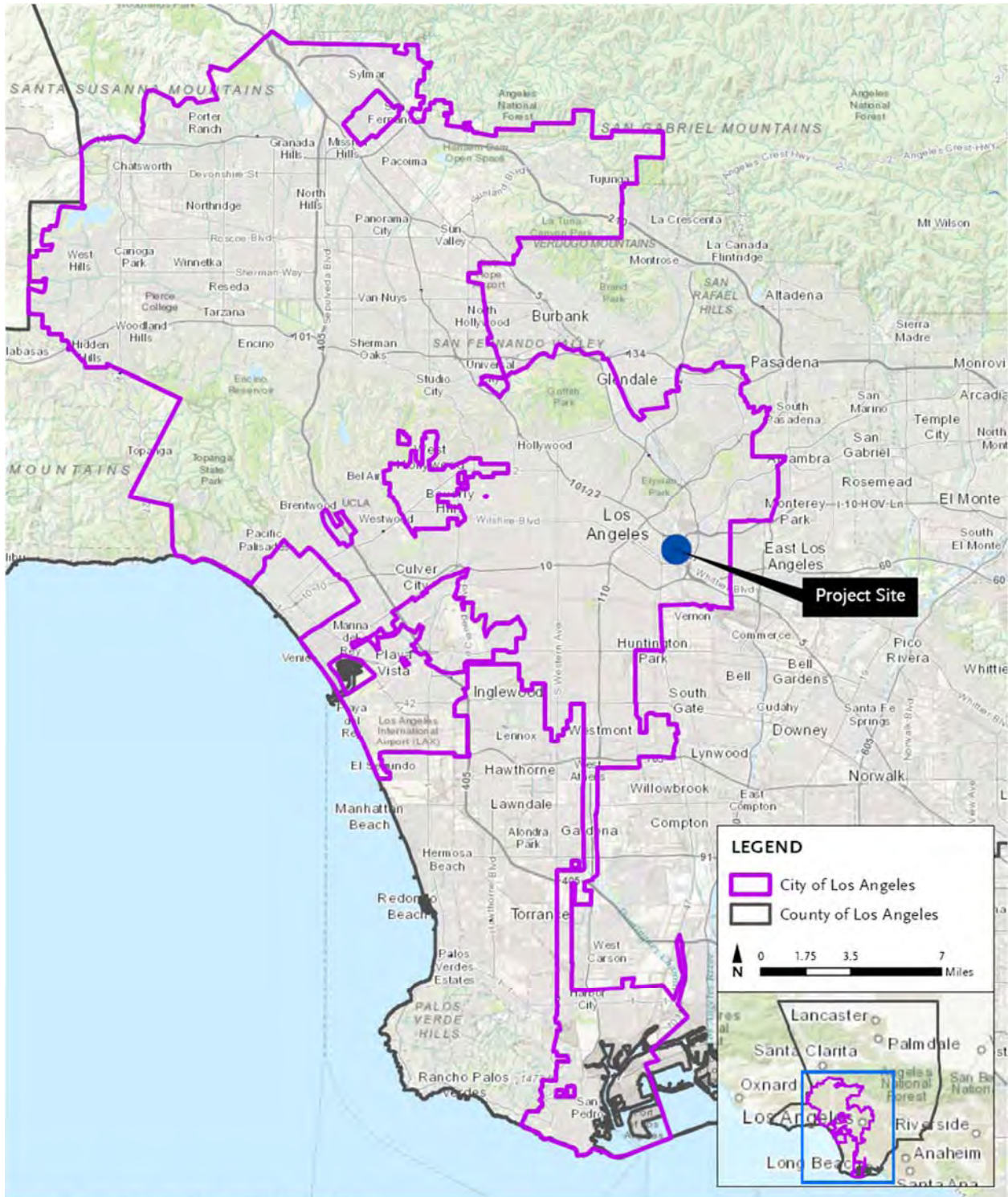
- Widening the heavy rail tunnel south of the U.S. Highway 101 (US-101) freeway to accommodate additional special trackwork and high-speed train movements;
- Developing a new, surface-level Turnback Facility in the existing Division 20 Rail Yard; and
- Reconfiguring and expanding the surface-level rail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

The Project is located in the Metro Red/Purple Line Maintenance Yard (Division 20 Rail Yard or Santa Fe Yard) near the Los Angeles River. This memo evaluates the potential hazardous materials impacts due to construction and operations of the Project and is based on: (a) publicly available environmental data and reports; (b) a Draft Phase I Environmental Site Assessment of Former Pickle Works¹ property prepared by Kleinfelder, dated December 20, 2017; (c) a Draft Phase II Environmental Site Assessment of Viertel's property prepared by Kleinfelder, dated January 4, 2018; and (d) a Phase II Environmental Site Assessment of ADCO/Atlas Property, prepared by Kleinfelder, dated November 30, 2017. This technical memorandum documents that with mitigation, the Project will have no significant adverse impacts related to hazardous materials.

PROJECT LOCATION

The Project Site is located in the northeast edge of Downtown Los Angeles, in Los Angeles County, as shown in Figure 1. More specifically, it is within an area of Los Angeles known as Central City North. The Division 20 Rail Yard is an approximately 45-acre site that supports the Metro Red and Purple Line train storage and maintenance facilities. It is generally bounded by the Los Angeles River to the east, Santa Fe Avenue to the west, Ducommun Street to the north, and 6th Street Bridge to the south. The footprint of the Project, including expansion of the existing boundaries west towards Santa Fe Avenue and north towards Commercial Street, are shown in Figure 4. The western boundary of the Project Site includes commercial/industrial properties along Santa Fe Avenue, as well as the One Santa Fe (OSF) mixed-use complex immediately south of the 1st Street Bridge. Immediately to the south and southwest of the Project Site is the Arts District, which is comprised of residential, industrial, and commercial uses, and art galleries and exhibition warehouse spaces. Land uses to the north include commercial/industrial buildings, and the Los Angeles River is located to the east beyond freight rail tracks. The parcels involved in the Project are listed and described in Table 1: Project Site by Parcels, below.

¹ This property is also referred to as the Citizens Warehouse/Lysle Storage Company building in various sections of this document.



Source: Terry A. Hayes Associates Inc., 2017.

Figure 1: Site Location Map

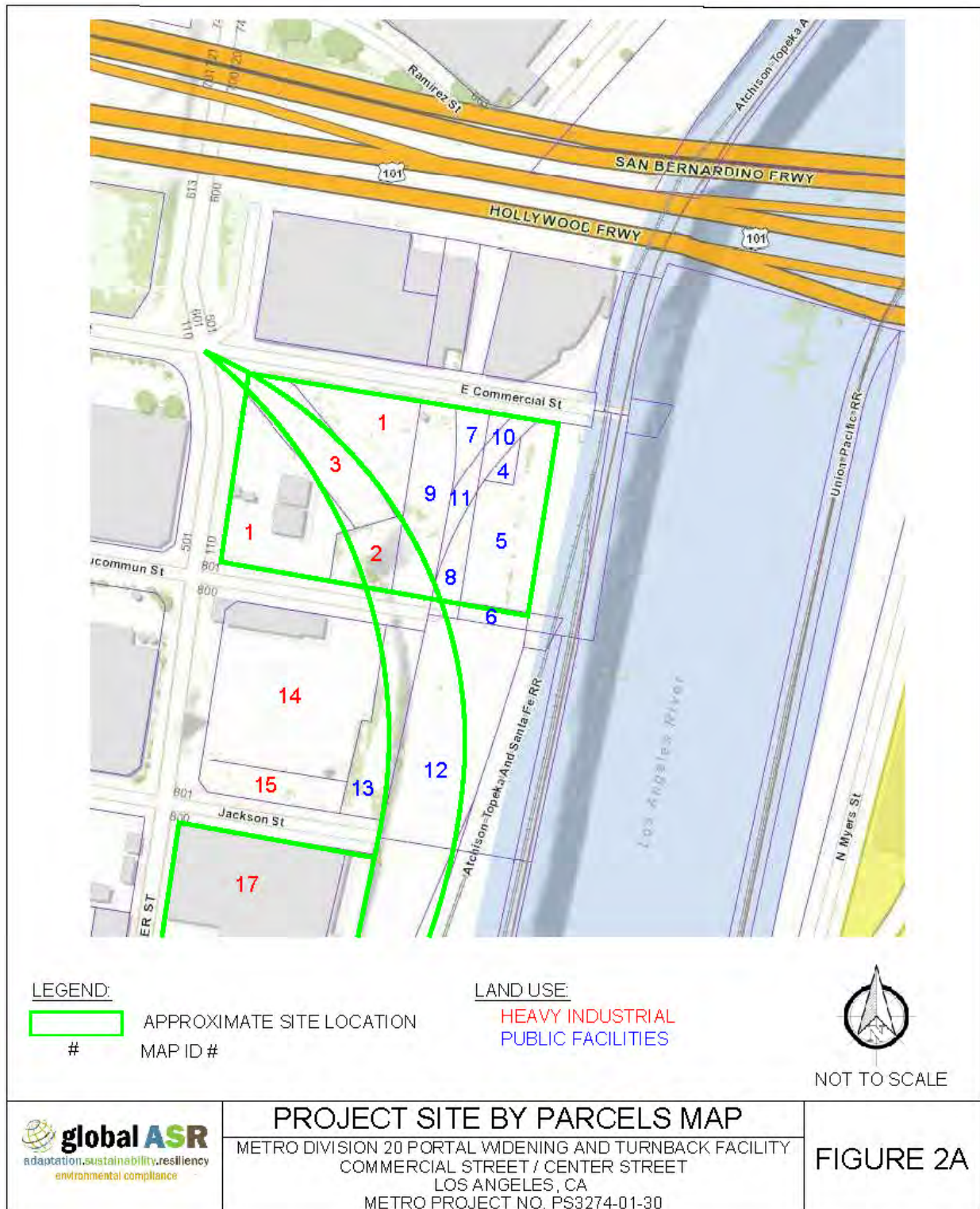


Figure 2A: Project Site by Parcels Map



Figure 2B: Project Site by Parcels Map

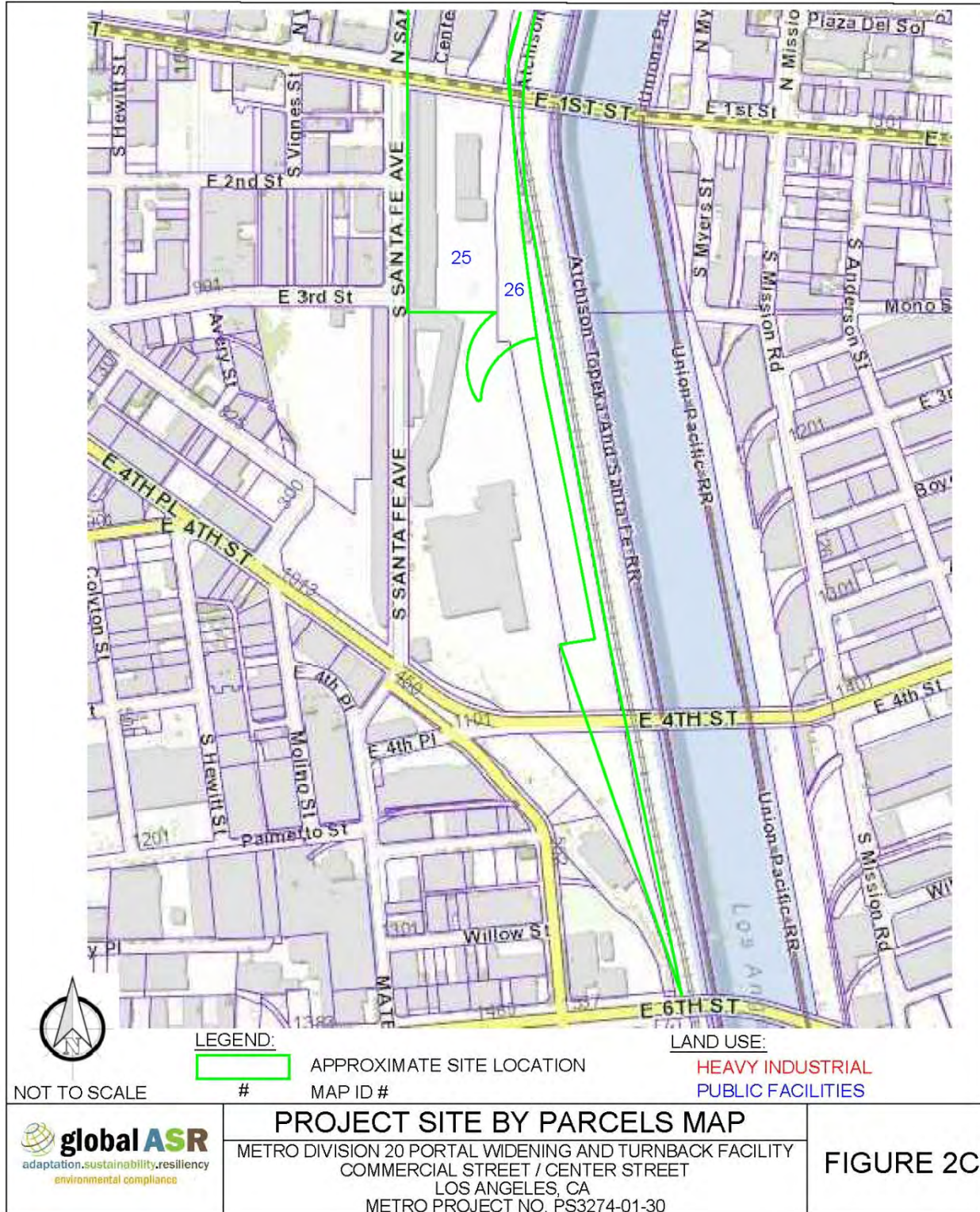
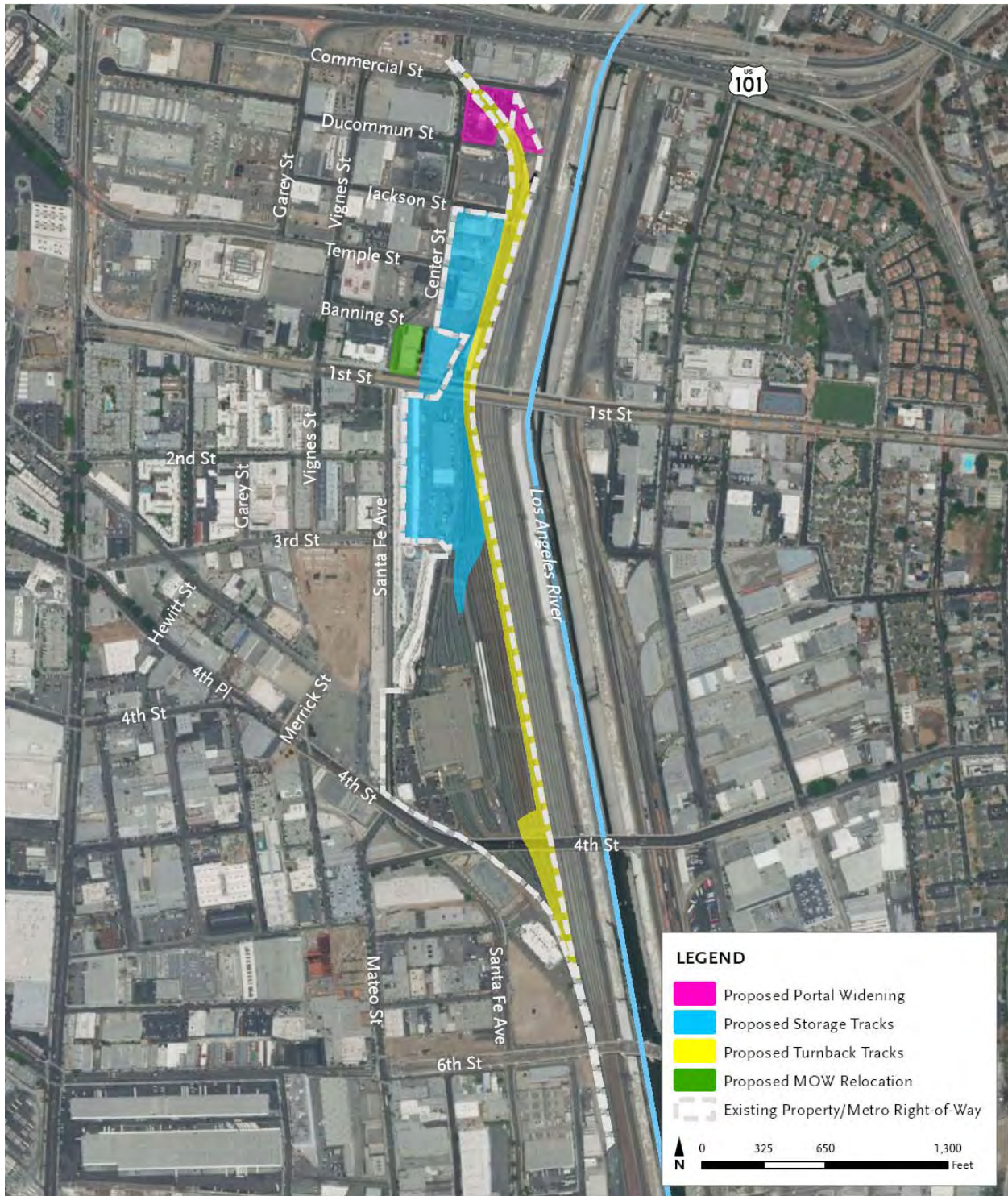


Figure 2C: Project Site by Parcels Map



Figure 3: Methane Zone Parcel Map



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

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

Figure 4: Project Site and Description Map

There are no institutional facilities or public open spaces in the immediate vicinity. However, there is SCI-Arc, an architecture college across the street from OSF and the Division 20 Rail Yard. Additionally, the 6th Street Viaduct project will include several parks and open spaces including a park underneath the new bridge that will open in 2020. This park will be adjacent to the southern end of the Project (www.sixthstreetviaduct.org). OSF is the closest residential development and is adjacent to and west of the Division 20 Rail Yard. The closest school is East LA High School, approximately 0.27 miles south-southeast from the Project. The nearest hospital is White Memorial Medical Center, approximately 0.75 miles east from the Project.

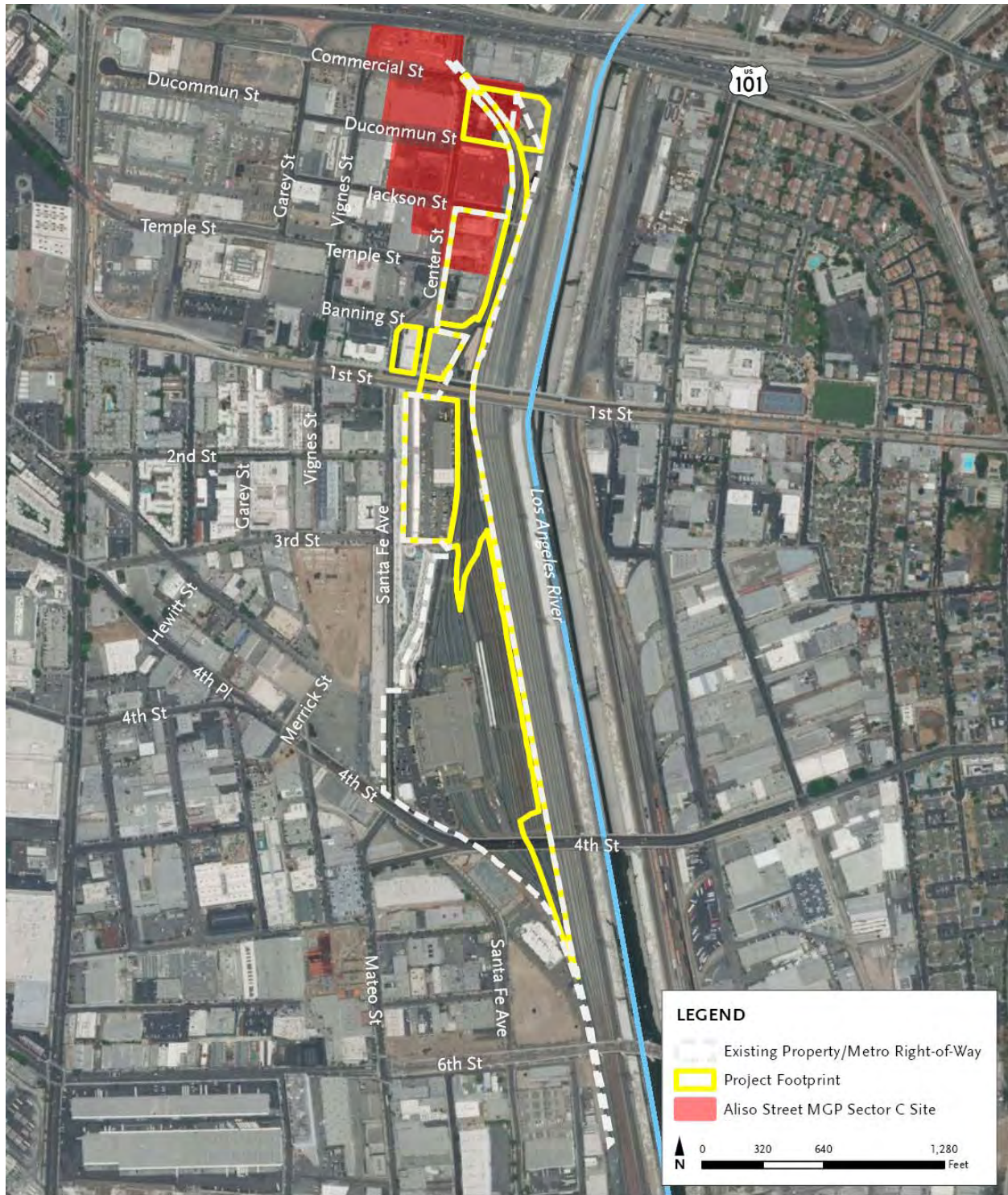
The Draft Phase I Environmental Site Assessment (Kleinfelder, Feb 2017) prepared for the Project contains a review of the National Pipeline Mapping System (Pipeline and Hazardous Materials Safety Administration, 2017) and found that there are no mapped natural gas transmission pipelines or hazardous liquid pipelines located with the Project footprint.

Additionally, the Project is located within the City of Los Angeles and within a methane zone/methane buffer zone (AECOM, 2016). The Project is therefore subject to the City's methane code².

HISTORICAL AND CURRENT LAND USE

The Southern California Gas Company (SoCal Gas) owned and operated a manufactured gas plant (MGP) on an area of Aliso Street (known as the Aliso Street MGP) beginning in 1887. The plant ceased operations in the early 1930s. The former structures on the property included a large aboveground gasholder (approximately 6 million cubic feet capacity) and water cooling towers. During World War II and beginning in 1942, under a contract to the U.S. Defense Plant Corporation, SoCal Gas converted much of its Aliso Street MGP facilities to the production of butadiene, a raw material used in the manufacture of synthetic rubber. This plant was operated by SoCal Gas from 1943 to 1947. Most of the butadiene plant facilities were demolished in 1952, except for the large gasholders including the one on the property that was removed in 1973 (Kleinfelder, Feb 2017 and Kleinfelder, Sept 2017). The following properties contain land that was once a part of the Aliso Street MGP: Viertel's Towing Company, and a portion of the Adco/Atlas Properties. The location of the former Aliso Street MGP is shown in Figure 5.

² Los Angeles, City of, Department of Building and Safety; <http://www.ladbs.org/services/core-services/plan-check-permit/methane-mitigation-standards>, accessed November 16th, 2017



Source: Terry A. Hayes Associates Inc., 2018; Department of Toxic Substances Control, 2002.

Figure 5: Project Site in Relation to Aliso Street MGP Sector C

Viertel's Towing Company

As stated in Table 1, the Division 20 Portal is located within the former Aliso Street MGP footprint (specifically in Sector C, Blocks K, Q and R). Parcel 5173-020-010 currently contains a small one-story office building which is occupied by Viertel's Towing Company and used for towing and parking cars. The building is surrounded by asphalt pavement with parking on the north, east, south and west sides (Kleinfelder, Feb 2017). These properties are shown in Figure 2A and listed in Table 1 as Map ID #s 1, 2, and 3.

Metro Temporary Storage Yard

Railroad tracks and railroad spurs on the site date back as early as 1888, and may have been around even earlier than that. Potential soil contamination associated with historical railroad use may be present within the railroad rights-of-way (ROWs), and along the railroad spurs (Kleinfelder, Feb 2017). These parcels are shown in Figure 2A and listed in Table 1 as Map ID #s 4 through 11.

Metro Bus Layover and Sheriff Facility

The Metro Bus Layover and Sheriff Facility is located at the former Manley Oil parcels which were formerly part of the former Aliso Street MGP within Sector C, Block N. This property is currently owned by Metro and is used as a bus layover facility. The building located in the northwest section of the property is owned by Metro, but is used by the Los Angeles Sheriff's Department (LASD) as an operations center (offices). These parcels are shown on Figure 2A as Map ID #s 13 through 15.

Adco/Atlas Properties³

These properties are shown in Figure 2B and listed in Table 1 as Map ID #s 16 through 19.

Northern Portion

The portion of the Site between Jackson Street and Temple Street was developed between 1894 and 1950 with a coal storage building and various structures occupied by a store, residences, Los Angeles Mineral Mill (land plaster and marble dust), Crescent Oil Company, and the Diamond Oil Company. Between 1950 and 1952, the western portion of the property was occupied by an Absorption Plant (cooling towers, control house, and butadiene tanks) associated with the former Aliso Street MGP. Between 1954 and the present, the western portion has been developed with structures that have been occupied by Southern California Poultry Company, Poppy Food Company, and National Cold Storage. National Cold Storage was present until at least 2004. The poultry plant reportedly closed in September 2011. The site is currently vacant.

Southern Portion

The portion of the site between Temple Street and Banning Street was historically occupied by sparsely-spaced residences in 1888. Since 1894, structures on this portion of the Site have been occupied by Citizens Ice Co. Works, Southern California Poultry Company, Poppy Food Company, and National Cold Storage. The southern structure has multiple rooms that were formerly used as poultry processing and storage areas including a network of refrigeration and cooling system piping throughout the buildings,

³ This property is also referred to as the National Cold Storage facility in various sections of this document.

warehouse, and offices. It also had paved parking and loading docks areas, and rail spur along the eastern portion of the site. Buildings on this portion of the site were occupied until at least 2004. These structures are currently vacant.

Metro Division 20

The Division 20 Rail Yard is east and adjacent to the former Aliso Street MGP Sector C site. Railroad tracks and railroad spurs have been present on the property since at least 1888 (AECOM, 2016). The Division 20 Rail Yard currently consists of a maintenance and storage yard for the heavy rail train cars that run underground in the Metro Red and Purple Line subway. The collection of two-story buildings contains a train wash, a non-revenue vehicle shop, and a storage building. These properties are shown in Figures 2A, 2B, and 2C and listed in Table 1 as Map ID #s 12, 20, 21, 22, 23, 25 and 26.

The Citizens Warehouse/Lysle Storage Company Building

The Citizens Warehouse/Lysle Storage Company building is located along Center Street between 1st Street and Banning Street and adjacent to the southern limits of the former Aliso Street MGP Sector C site. Buildings (residences) first appeared in 1888. By 1894, the property began its transition to industrial uses and a coal yard occupied the northern half of the site. By 1907, the residences were gone, and the Diamond Coal Company had expanded across the northern half. It had an open coal yard with railroad spurs, offices, and various storage/warehouse buildings.

The southern half of the site also had residences in 1888, along with stores and a restaurant. By 1894, the James Hill and Sons Company Pickle Works facility occupied the site. This facility consisted of an office, shipping room, stock room, generators, and receiving tanks (located in the on-site building), small storage sheds and numerous pickle vats to the north of the building. By 1906, the Western Door & Sash Company had a two-story warehouse onsite. In the 1980s, the building was converted into studio lofts (Artists-in-Residences). In 2008, a 75-foot by 99-foot portion at the southern end of the building was demolished; then the area was dedicated for highway purposes as part of 1st Street Bridge expansion activities. This property is shown in Figure 2B and listed in Table 1 as Map ID #24.

100-120 North Santa Fe Avenue

A public-domain records search indicates that the property is developed with a one-story building built in 1937/1938. Field observation showed that the building is currently occupied by commercial tenants. Based on information provided by Metro, this property was offered for sale by the owner to Metro. Additional information is included in Appendix G.

This property is shown in Figure 2B and listed in Table 1 as Map ID #27.

HISTORICAL AND CURRENT ENVIRONMENTAL ACTIVITY

Due to the long-term, historical industrial use of the Project area and the use of hazardous materials and petroleum products, the potential for soil, soil vapor and groundwater impacts beneath the Project area exists. The Project has structures that may contain asbestos-containing materials (ACMs), lead-based paint (LBP), and Polychlorinated Biphenyl (PCB)-containing building materials such as caulking and lamp ballasts that require special handling during renovation or demolition. For individual property impacts please see Table 1.

Table 1 – PROJECT SITE BY PARCELS

MAP ID #	ACCESSOR IDENTIFICATION NUMBER	ADDRESS(ES)	OWNER	ZONING	STRUCTURES / IMPROVEMENTS	OCCUPANT AND CURRENT USE	PROJECT IMPACTS
1	5173-020-010	500 North Center Street; 811 East Ducommun Street	Center St Realty Investors, LLC (to be acquired by Metro)	M3-1-RIO Heavy Industrial Use	Property appears to be developed with a small structure on the south-central portion.	Viertel's Tow Yard occupies this property. Facility is an official police garage location.	1, 2, 3, 4, 5, 6, 7, 9 and 10
2	5173-020-910	Not Assigned	Richard E Viertel and Bonnie J Viertel Metro (to be acquired by Metro)	M3-1-RIO Heavy Industrial Use	Metro Red and Purple Line subway portal area noted.	These parcels are associated with existing Metro facilities, including the Metro Red and Purple Line subway portal area, which traverses beneath APN 5173-020-911 (discussed above).	1, 2, 3, 4, 5, 6, 7, 9 and 10
3	5173-020-911	Not Assigned	Richard E Viertel and Bonnie J Viertel Metro (to be acquired by Metro)	M3-1-RIO Heavy Industrial Use			1, 2, 3, 4, 5, 6, 7 and 10
4	5173-020-901	830 East Commercial Street	Metro	PF-1XL-RIO Public Facilities			1, 2, 5, 8, and 9
5	5173-020-902	840 East Commercial Street; 841 East Ducommun Street	Metro	PF-1XL-RIO Public Facilities	No structures observed.	Metro uses this property as a temporary storage yard.	1, 2, 5, 8, and 9
6	5173-020-903	Not Assigned	Metro	PF-1XL-RIO Public Facilities			1, 2, 5, 8, and 9
7	5173-020-905	Not Assigned	Metro	PF-1XL-RIO Public Facilities			1, 2, 5, 8, and 9
8	5173-020-906	Not Assigned	Metro	PF-1XL-RIO Public Facilities			1, 2, 5, 8, and 9
9	5173-020-907	826 East Commercial Street; 827 and 831 East Ducommun Street	Metro	PF-1XL-RIO Public Facilities			1, 2, 5, 8, 9 and 10
10	5173-020-908	830 and 840 East Commercial Street	Metro	PF-1XL-RIO Public Facilities			1, 2, 5, 8, and 9
11	5173-020-909	Not Assigned	Metro	PF-1XL-RIO Public Facilities			1, 2, 5, 8, and 9

MAP ID #	ACCESSOR PARCEL NUMBER	ADDRESS(ES)	OWNER	ZONING	STRUCTURES / IMPROVEMENTS	OCCUPANT / CURRENT USE	PROJECT IMPACTS
12	5173-021-902	830 and 836 East Ducommun Street; 837 East Jackson Street	Metro	PF-1XL-RIO Public Facilities	Permanent structures are not present on this parcel. Rail lines and Conex storage containers are present associated with the Metro Red and Purple Line.	This property is part of the Metro Division 20 Rail Yard.	1, 2, 5, 8, and 9
13	5173-021-903	823 and 829 East Jackson Street; 826 East Ducommun Street	Metro	PF-1XL-RIO Public Facilities	Approximate 5,000 square-foot building on northwestern portion of parcel. Remaining areas consist of asphalt-paved parking areas.	This property is owned by Metro and is used as a bus layover facility. The building is owned by Metro, but is used by the Los Angeles Sheriff's Department (LASD) as an operations center (offices).	1, 2, 3, 4, 5, 6, 7, and 9
14	5173-021-905	410 North Center Street; 810 East Ducommun Street	Metro	M3-1-RIO Heavy Industrial Use			
15	5173-021-906	815 East Jackson Street	Metro	M3-1-RIO Heavy Industrial Use			
16	5173-022-001	234 North Center Street	Metro	M3-1-RIO Heavy Industrial Use	The northern portion of the site (north of Temple Street) is improved with two large structures. The northern structure is a large warehouse with a small interior loading dock inside the northeast corner. The southern structure has multiple rooms that were formerly used as poultry processing and storage areas.		1, 2, 3, 4, 5, 6, 7, 8, and 9
17	5173-022-002	815 and 820 East Temple Street	Metro	M3-1-RIO Heavy Industrial Use			1, 2, 3, 4, 5, 6, 7, 8, and 9
18	5173-022-004	200, 210, 224, and 234 North Center Street; 809 and 813 East Banning Street	Metro	M3-1-RIO Heavy Industrial Use			1, 2, 3, 4, 5, 6, 7, 8, and 9
19	5173-022-005	Not Assigned	Metro	M3-1-RIO Heavy Industrial Use	The southern portion of the site is improved with a large structure with apparent additions. This building consists of multiple levels at different locations. The building contains former freezer storage areas, warehouse, office, and equipment storage areas. A narrow, covered walkway along the eastern side of the buildings, connects the northern and southern buildings. Canopy covered loading docks/platforms are present on site. Paved parking/loading docks areas; rail spur along eastern portion of the Site; network of refrigeration/cooling system piping throughout buildings, and associated equipment.	This property appears to be unoccupied. Based on signage on the structures, National Cold Storage formerly occupied the property.	1, 2, 3, 4, 5, 6, 7, 8, and 9

20	5173-022-901	Not Assigned	Metro	PF-1XL-RIO Public Facilities	Permanent structures are not present on these parcels. Rail lines associated with the Metro Red and Purple Line and a paved access road are present on these parcels.	This property is part of the Metro Division 20 Rail Yard.	5, 8, and 9
21	5173-022-902	Not Assigned	Metro	PF-1XL-RIO Public Facilities			
22-23	5173-023-900, 51743-023-901	820 East Banning Street	Metro	PF-1XL-RIO Public Facilities	Rail lines associated with the Metro Red and Purple Line, a paved access road, and a car wash structure are present on these parcels.	This property is part of the Metro Division 20 Rail Yard. Rail cars pass through the car wash structure at a reduced speed.	5, 8, and 9
24	5173-023-903	1001 East 1 st Street; 110 and 112 North Center Street	City of Los Angeles	PF-1XL-RIO Public Facilities	This property is developed with a two-story structure that covers most of the parcel.	This is the Citizens Warehouse/Lysle Storage Company building, former James K. Hill Pickleworks Building. It was formerly a pickle factory (that portion of the building has since been demolished). It was then occupied as an artist's live/work loft. It is currently unoccupied.	3, 4, 6, 7, and 9
25	5163-017-900	1000 East 1 st Street; 100, 214, 230, 300, and 330 South Santa Fe Avenue	Metro	PF-1XL-RIO Public Facilities	A long, narrow warehouse structure is located along the western side of the parcel, and two adjoining structures are located on the central portion of the parcel. Rail spurs are present between the two buildings.	This property is part of the Metro Division 20 Rail Yard. The long, narrow warehouse structure on the western portion of the parcel is referred to as Building 61A and it is presently used as a storage warehouse. The two adjoining buildings on the central portion of the parcel are referred to as Building 61B. The approximate southern two-thirds of the building are used for supply storage purposes. The northern portion is used as a non-revenue repair shop.	2, 3, 4, 5, 6, 7, 8, and 9

MAP ID #	ACCESSOR PARCEL NUMBER	ADDRESS(ES)	OWNER	ZONING	STRUCTURES / IMPROVEMENTS	OCCUPANT / CURRENT USE	IMPACTS
26	5163-017-901	1000 East 1 st Street; 100, 214, 230, 300, and 330 South Santa Fe Avenue	Metro	PF-1XL-RIO Public Facilities	Rail lines associated with the Metro Red and Purple Line. Several structures containing high-voltage electrical equipment, are present along the eastern side of this parcel, east of the rail lines. Due to specialized training required to access the high-voltage electrical buildings on the eastern portion of the parcel, Kleinfelder did not access these buildings.	This property is part of the Metro Division 20 Rail Yard. The structures on the eastern portion of the parcel contain high-voltage electrical equipment. Some of the buildings are owned and maintained by the Los Angeles Department of Water and Power. The remaining buildings are owned and maintained by Metro's Traction and Power Division.	2, 5, 6, 7, 8, and 9
27	5163-017-900 5173-013-016	100 to 120 North Santa Fe Avenue	(to be acquired by Metro)	PF-1XL-RIO Public Facilities	This property is developed with a one-story structure (built 1937/1938) that covers most of the parcel.	This property is currently occupied as office/warehouse but has for sale sign.	3, 4, 5, 6, 7, and 9

Source: Kleinfelder Phase I Environmental Site Assessment, Metro Division 20 Portal Widening and Turnback Facility, Commercial Street/Center Street, Los Angeles, CA February 2017 and Global ASR
 These figures are represented on Figures 2.a, 2.b and 2.c. Figure 3 show methane zone and methane buffer zone per City of Los Angeles Department of Building and Safety (LADBS)

- Project Impacts:
- 1 – Former MGP by-products that include Polycyclic Aromatic Hydrocarbons (PAHs), Volatile Organic Compounds (VOCs), and heavy metals
 - 2 – Total Petroleum Hydrocarbons (TPH)
 - 3 – Asbestos-containing building materials
 - 4 – Lead-Based Paint (LBP)
 - 5 – Asbestos containing materials in subgrade utilities
 - 6 – Polychlorinated Biphenyl (PCB) containing building materials
 - 7 - Universal Waste
 - 8 – Treated Wood Waste (TWW)
 - 9 – Methane Zone (per City of Los Angeles Department of Building and Safety)
 - 10 – Methane Buffer Zone (per City of Los Angeles Department of Building and Safety)

Per California Government Code Section 65962.5, the Viertel's Towing Company and the Metro Red/Purple Line tunnel and portal opening were jointly identified on the Department of Toxic Substances Control (DTSC) EnviroStor database as Aliso Street MGP Sector C, Block K (EnviroStor ID #s 60000171 and 60001890). The site is located on the northeast corner of Ducommun and Center Streets. The DTSC has overseen the investigation and cleanup of this property under the Voluntary Cleanup Agreements with SoCal Gas.

AECOM, 2016 reported that Tetra Tech, Inc. prepared a Removal Action Completion Report, which summarizes the historical environmental assessments and investigations prepared for the subject property. Site-specific investigations summarized in the Removal Action Completion Report include:

- Field Investigations by GeoTransit, 1993 and 1994
- Preliminary Endangerment Assessment (PEA) by Earth Technology Corporation (ETC), 1998
- Remedial Investigation, Tetra Tech/ TRC, 2002 to 2003

The above reports indicated the presence of polycyclic aromatic hydrocarbons (PAHs), benzene, lead, TPH-diesel, TPH-gas, 1,3-butadiene, styrene, toluene, xylenes, and zinc as Contaminants of Potential Concern (COPC).

Viertel's Towing Company - Former Aliso Street MGP, Section C, Block K

This property is shown on Figure 2A and listed in Table 1 as Map ID #s 1, 2, and 3

Tetra Tech performed a remedial investigation (RI) between April 2002 and January 2003 to further determine the nature and extent of contamination at Sector C Block K. Tetra Tech prepared a Master Workplan, and TRC performed field activities and data collection. A total of 27 borings and 7 monitoring wells were installed on the site. The RI concluded that limited contamination (PAHs, TPH-gasoline, TPH-diesel, petroleum-related VOCs, solvents, and metals) was found in only two discrete areas of the site. The contamination in the two discrete areas was above the cleanup goal for benzo(a)pyrene equivalents, but not for benzene.

Tetra Tech recommended a limited soil removal action. The removal action was intended to achieve the industrial/commercial worker cleanup goal for carcinogenic PAHs, benzo(a)pyrene equivalents and benzene, and also achieve the groundwater cleanup goals for benzene. The removal action was implemented, and the Removal Action Completion Report was completed in August 2009.

DTSC issued a letter in response to the Removal Action Completion Report dated November 24, 2009 stating, "The report describes in detail all the remedial actions for soil undertaken at the site and meets all the conditions and requirements specified in the Removal Action Workplan. Based on the Removal Action Completion Report, DTSC concludes that Southern California Gas Company has successfully implemented the site Removal Action Workplan dated September 2005, allowing unrestricted commercial or industrial use of the Site and that no further action is required concerning the site soils. However, the groundwater beneath the site is contaminated with petroleum hydrocarbons and is stated -to be cleaned up under the groundwater operational unit and therefore was not part of this Removal Action Completion Report.

The DTSC and SoCal Gas entered into a Land Use Covenant Master Agreement (LUC) dated June 12, 2013 (Docket Number HAS-O&MEA 13/14-078), which provides that SoCal Gas will conduct necessary inspections, reporting activities, and pay the Department's costs associated with the Covenant (DTSC, 2016). The LUC does include prohibited uses such as: a residence, hospital for humans, public or private school for persons under 21 years of age, day care center, any other sensitive uses resulting in the indoor habitation of humans for greater than 12 hours per day.

Specifically, the LUC lists the following prohibited requirements:

- No soil disturbing activities below 25 feet without written approval of a soils management plan by DTSC.
- No extraction of groundwater except as approved by DTSC in a Groundwater Management Plan.
- No drilling for any water, oil, or gas without prior notice to SoCal Gas and written approval by SoCal Gas and DTSC.
- Non-interference with groundwater monitoring well network and groundwater remediation treatment, if any.
- Any contaminated soils brought to the surface by grading, excavation; trenching or backfilling shall be managed in accordance with applicable provisions of state and federal law.
- 14 days written notice to DTSC and SoCal Gas prior to any building, filling, grading, or excavating at the Property.

The Draft Phase II ESA report prepared by Kleinfelder dated January 4, 2018 indicate that the Viertel's site was impacted by by-products related to former MGP use as well as present/recent use as a towing garage. The report included detailed results which are summarized below:

In soil, Naphthalene and ethylbenzene were the only detected VOCs in soil which exceeded the residential DTSC SLs and naphthalene was the only detected VOC in soil which exceeded the industrial/commercial DTSC SL in samples analyzed. Except for arsenic, none of the analyzed metals in soil were found to exceed the commercial/industrial DTSC SLs. Arsenic was detected above the industrial/commercial DTSC SL in all but 22 of the samples analyzed, however, the detections were below the generally-accepted California upper-bound background arsenic concentration of 12 mg/kg (DTSC, 2008). Lead was detected above 10 times the STLC in four samples (KLF-1-0.5, KLF-3-2.5, KLF-10-5, and EMI/KLF-017-5) and above 20 times the TCLP in two samples (KLF-3-0.5 and EMI/KLF-017-5). Mercury was detected above 10 times the STLC in sample KLF-3-0.5. The lead STLC laboratory results for one of the four samples analyzed exceeded the threshold concentration of 5 mg/L (EMI/KLF-017-5 was reported with an TLC concentration of 11 mg/L) which indicates the soil would be classified as California hazardous waste. The lead TCLP laboratory results for the two samples analyzed for TCLP were below 5 mg/L indicating the soil would not be classified as RCRA hazardous waste. The mercury STLC laboratory result for sample KLF-3-0.5 was reported as not-detected at a practical quantitation level of 0.5 mg/L which is below the threshold concentration of 5 mg/L indicating the soil would be classified as nonhazardous waste. Benzo(a)pyrene, dibenz(a,h)anthracene, indeno(1,2,3-cd)pyrene, and naphthalene were the SVOCs detected at concentrations which exceeded their respective commercial/industrial screening levels in the soil samples analyzed. Gasoline-range organics (C6-C12) were identified at concentrations ranging from 1.3 mg/kg to 130 mg/kg, which exceeds the Tier 1 screening level of 100 mg/kg. Dieselrange organics (C13-C22) were identified at concentrations ranging from 14 to 410 mg/kg,

which exceeds the Tier 1 Screening level of 230 mg/kg. Oil-range organics were below their Tier 1 screening level.

In groundwater, Arsenic, barium, chromium, cobalt, thallium, vanadium and zinc were detected in the groundwater sample analyzed. Arsenic, chromium, cobalt, and thallium were detected below Tier 1 ESLs. Vanadium and Zinc were detected above Tier 1 ESLs. The groundwater sample was not filtered and therefore the detected metals may represent a combination of suspended solids and metals in solution rather than only metals in solution. Anthracene was the only SVOC detected in the groundwater sample analyzed. Anthracene was detected at 12 µg/L, which exceeds the Tier 1 ESL of 0.73 µg/L. Six VOCs were detected in the groundwater sample analyzed. Naphthalene was detected at a concentration of 2.9 µg/L, which exceeds the Tier 1 ESL of 0.17 µg/L. Gasoline, diesel and oil-range organics were detected in the groundwater sample analyzed, but did not exceed their respective LA&VRWQCB MSSSLs.

In soil vapor, tetrachloroethylene was the only compound to exceed the residential screening level. In the indoor air sample, acrolein, benzene, benzyl chloride, 1,2-dibr, bromo-3-chloropropane, 1,2-dibromoethane, 1,4-dioxane, 2-hexanone, naphthalene and tert-butyl alcohol exceeded their respective residential and commercial/industrial DTSC SLs. In the outdoor air sample, benzene, benzyl chloride, 1,2,-dibromo-3-chloropropane, 1,4-dichlorobenzene, 1,4-dioxane, hexachloro-1,3-butadiene, naphthalene and tert-butyl alcohol were identified at concentrations exceeding their respective residential and commercial/industrial ESLs. Based on comparison of indoor air to soil vapor and outdoor air results, the indoor air VOCs do not appear to originate from soil vapor intrusion but are more likely from outdoor air or operations inside the building.

Metro Temporary Storage Yard

These parcels are shown in Figure 2A and listed in Table 1 as Map ID #s 4 through 11.

This location falls within the former Aliso Street MGP boundaries (Sector C Block K) for which voluntary cleanup activities are on-going. A Removal Action Completion Report (RACR) was completed November 24, 2009. Land use restrictions were required and completed on March 9, 2016. The DTSC issued a certification for the property on April 7, 2016.

Metro Bus Layover and Sheriff Facility

These parcels are shown on Figure 2A as Map ID #13 through 15.

Los Angeles County Metropolitan Transportation Authority Bus layover and Sheriff Facility also known as the former Manley Oil Company operated as a crude oil bulk plant and maintained two 10,000-gallon USTs (1952). The facility maintained at least five ASTs with capacities up to 21,000 gallons. It was also formerly part of the Aliso Street MGP and reportedly contained a machine shop. Current status is listed as "Certified O&M – Land Use Restrictions Only". Assessment activities were performed under Aliso Street MGP Sector C, Block N (EnviroStor ID # 60000170). A RACR was completed and approved by DTSC on November 3, 2006. Supplemental work was performed in 2007 and results were presented in a Site Characterization Report completed on April 27, 2007. Land use restrictions were put in place at this property in 2013.

Former Adco/Atlas Properties, Former Aliso Street MGP, Section C, Block Q

These properties are shown in Figure 2B and listed in Table 1 as Map ID #s 16 through 19.

According to Phase II ESA by Kleinfelder dated November 30, 2017, the Adco/Atlas Property, is listed in the EnviroStor and Voluntary Cleanup Program (VCP) databases. Block R of the former Aliso Street MGP is located adjoining to the east of the northern portion of the site. This area falls within the boundaries for which voluntary cleanup activities are on-going. A Remedial Investigation Report was completed November 4, 2013. DTSC certification is anticipated in 2017 and land use restrictions are anticipated in 2018. Based on information reviewed in the DTSC EnviroStor online database for this listing, Block R was combined with Block Q (the northern portion of the subject site).

The facility so called “So Cal Gas/Aliso Sector C, Blocks Q&R” Southeast and Southwest corners of Jackson and Center Streets is listed in the EnviroStor and voluntary clean-up program (VCP) database (EnviroStor ID # 60000172). This location falls within the former Aliso Street MGP boundaries for which voluntary cleanup activities are on-going. A Remedial Investigation Report was completed March 6, 2012, and a subsequent Remedial Investigation Report completed February 25, 2014. DTSC approved the Remedial Investigation Report with deed restrictions. Land use restrictions will be required for this property. DTSC certification and land use restrictions are anticipated by 2018.

Subsurface soil has been impacted with several heavy metals, including arsenic, lead, and hexavalent chromium, at levels above the Department of Toxic Substances Control (DTSC) DTSC-Screening Levels (SLs) or U.S. Environmental Protection Agency (USEPA) Regional Screening Levels (RSLs) for commercial/industrial soils and in some cases, in excess of the California Code of Regulations Title 22 Soluble Threshold Limit Concentration (STLC), which would cause classification of soils as a California hazardous waste if removed.

Methane was detected in five field samples immediately following the construction of the vapor wells. Release of methane gas and mitigation measures during demolition and construction should be considered.

Concentrations of detected constituents, including metals, TPH, VOCs, and SVOCs in soil and soil vapor during Kleinfelder’s August 2017 investigation are substantially similar to those detected during previous investigations at the Site. Therefore, no additional assessment is recommended; however, a soil management plan and DTSC notification will be required prior to construction at the Site.

814 East Temple Street

“Poppy Poultry”, also known as the “Duck Factory” is located at 814 East Temple Street. This facility is listed in the CA Facility Index System (FID) UST and Statewide Environmental and Environmental Planning System (SWEEPS) underground storage tank (UST) databases with an inactive status. The number of tanks at this facility is indicated to be “0”; however, details are not provided in the EDR listings for this facility.

Metro Division 20

The Division 20 Rail Yard was searched on publicly available databases (EnviroStor⁴ⁱ and Geotracker⁵) and no specific records were identified within either database. Potential soil contamination associated with historical railroad use may be present within the railroad right-of-way areas, and along the railroad spurs. The properties are shown in Figures 2A, 2B, and 2C and listed in Table 1 as Map ID #s 20, 21, 22, 23, 25 and 26.

The Citizens Warehouse/Lysle Storage Company Building

This property is shown in Figure 2B and listed in Table 1 as Map ID #24.

Although the Aliso Manufacturing site was north of this property, the groundwater contamination extends to beneath this site. Therefore, numerous groundwater monitoring wells are present onsite as part of the Aliso Street MGP well network. The nearest wells are located on the property that adjoins to the north of the Site, and within Center Street to the west of the Site.

Potential shallow soil impacts from the existing railroad spurs may still be there, although some of them were likely removed when the existing building with basement was constructed in 1907.

The site building is currently vacant but is being used without permission by transients for shelter/living purposes. It contains graffiti and is littered throughout with trash and debris, including biological waste from transient use. In addition, evidence of water intrusion (e.g., visible mold) was observed inside the building.

The site is situated within the northeastern portion of the Union Station Oil Field. Naturally occurring oil seeps have been documented at various locations. Oil seeps were reported along both sides of the Los Angeles River during concrete lining of the river channel in 1940, and along the Los Angeles River between the US-101 and Cesar Chavez Street. Moreover, the Site is located within a City of Los Angeles Methane Zone. The potential exists for naturally-occurring oil seeps and oil field gases (including methane) to be present beneath the site.

100 to 120 Santa Fe Avenue

This property is shown in Figure 2B and listed in Table 1 as Map ID #27.

This property is developed with one-story commercial building built in 1937/1938 and based on field observation is currently occupied.

⁴ EnviroStor is the Department of Toxic Substances Control's data management system for tracking our cleanup, permitting, enforcement and investigation efforts at hazardous waste facilities and sites with known contamination or sites where there may be reasons to investigate further.

⁵ GeoTracker is an online database that (1) provides access to statewide environmental data and (2) tracks regulatory data for the following types of sites: Leaking Underground Storage Tanks (LUST) cleanup sites; Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites); Military sites (consisting of: Military UST sites; Military Privatized sites; and Military Cleanup sites [formerly known as DoD non UST]); Land Disposal sites (Landfills); Permitted UST facilities (Note: Permitted UST information is now being maintained by CERS <http://cers.calepa.ca.gov/> and GeoTracker's Permitted UST data is no longer up-to-date); Waste Discharge Requirement (WDR) sites; Agricultural Waivers Program (Irrigated Lands Regulatory Program, ILRP) sites.

Field observation shows ground water monitoring wells to the east of the property along Center Street and abandoned rail road along Banning Street. Records search on EnviroStor and Geotracker did not show any environmental issues related to this property/ies.

Photos of the property and its immediate vicinity are included in Appendix G.

PROJECT

Metro is proposing service improvements for its Red and Purple Lines with the Project. Collectively, the Metro Red and Purple Lines carry over 140,000 passengers daily, with ridership expected to increase by 49,000, following the Purple Line extension to the Veterans Affairs West Los Angeles Medical Center. In order to effectively serve the additional patronage during weekday peak hours, planned service improvements include operating trains every 4-minutes on each line, which is every 2-minutes in the trunk portion of the system, and expanding the fleet. Currently, eastbound trains in the trunk portion of the system use special trackwork at Union Station to reverse directions, or 'turnback'.

However, the capability of turning back trains is capped at no better than 7.5-minutes on each line, or 3.75-minutes combined due to the original design of Union Station. The Project aims to address the service and capacity limitations with three core improvements, which include:

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

Reconfiguration and expansion of the surface-level rail storage tracks.

Additionally, the Project would install a new traction power substation and emergency backup power generator and modify the 1st Street Bridge to provide train access to the new storage tracks. Figure 4 identifies key components of the Project. Modification of the 1st Street Bridge includes modifying the piers and removing the superstructure to increase flexibility and since the new storage tracks require more space between the piers.

The Project would demolish a total of approximately 306,875 square feet of existing buildings at the following addresses: 815 East Temple Street, 234 Center Street, 210 Center Street, 1001 East 1st Street, and 214 South Santa Fe Avenue. Furthermore, the Project would vacate Jackson Street, Banning Street, and Ducommun Street in their segments east of Center Street.

Construction Activity

The project would be constructed using conventional construction techniques and equipment, specific to the Southern California region. Major project elements would include the following: demolition of existing structures; excavation, grading, tunnel widening, cut and cover construction, constructing new buildings, increasing capacity at the traction power substation (TPSS) site, utility relocations; bridge modifications; and construction of at-grade and below grade track.

All work would conform to industry specifications and standards. Construction equipment would include trenching equipment, bulldozers, rollers, cranes, concrete trucks, pumping equipment, flatbed trucks, dump trucks, and rail mounted equipment. Additionally, temporary traffic detours and truck routes would be required during construction.

In the unlikely event that a utility extends into the street, and that necessitates a lane closure, this would be scheduled to be the least disruptive, and traffic management plans would be approved by the City of Los Angeles prior to construction starting in that specific area. Construction staging areas would be located within Division 20 property.

Project construction would follow all applicable local, state, and general building and safety laws. Working hours would vary to accommodate special circumstances. If night hours are expected, a variance would be requested from the City. Standard construction methods would be used for traffic, noise, vibration, and dust control, consistent with all applicable laws. Construction of the project would begin in January 2019 and finish in November 2023.

Demolitions would comply with applicable regulations, and the disposal and/or recycling of materials would be performed in accordance with standard construction practices and in accordance with Metro's GEN-51: Construction and Demolition Debris Recycling and Reuse Policy. Demolition activities are estimated to occur at several locations.

Approximately 100,000 cubic yards of soil associated with the portal widening and leveling of the Project Site in the area of expansion would be excavated and exported from the Project Site. Maximum depth would be about 35 feet below grade at the deepest reach of the portal to 3 to 4 feet in areas of general work throughout the yard.

Underground utilities would need to be relocated, modified, or protected in areas where they would interfere with construction, or if they become damaged as a result of construction. The types of utility relocation are gas lines, electrical lines, communication lines, fiber optic cables, stormwater lines, sewer lines and water lines. The Project would also likely include new connections/laterals to existing water, stormwater, and sewer lines, and potentially the removal of existing abandon oil lines and gas lines, and underground tanks. Most of this work would be completed prior to the commencement of other construction activities. The EIR will include more information on the types and locations of utilities that could be affected.

Trackwork construction would involve preparing the track bed and ballast, and building the new LRT tracks, in an active rail maintenance and staging yard. TPSS construction would involve adding on to the existing TPSS located in Division 20. Electrical transformers and communication equipment would be added to increase the capacity of that station to bring power to the train system. The project would also entail modification to the 1st St. Bridge, installation and testing of train control systems, and installation and testing of Traction Power components.

IMPACTS

Below is a discussion of the project impacts on the properties, and the regulations that are applicable to mitigating the impact.

Construction Impacts

The Project extends over several parcels and the Project will include demolition and construction activities, as discussed above. These activities will include asphalt and concrete removal, excavation, grading, trenching, welding, and other site development activities. Metro has rigorous procedures for contractor performance in all contract documents which includes contractor-generated hazardous waste requirements (Section 01 57 19 –Temporary Environmental Control) and non-hazardous waste management (Section 01 74 19 – Waste Management and Disposal). For this project, contractors will remove wastes generated and unused hazardous materials as part of their work; therefore, hazardous waste and unused hazardous materials will not be stored on site.

Notifications will vary depending on Project activities and LUC or other restrictions placed on each property. For example, an LUC for the Division 20 Portal parcel requires notification to DTSC and SoCal Gas whenever ground disturbing activities occur. In this example, Metro would notify both DTSC and SoCal Gas prior to ground disturbing activities. In addition to notifications, Metro will satisfy the requirements of LUCs or other restrictions associated with each parcel.

Asbestos containing materials (ACM), lead based paint (LBP), and polychlorinated biphenyl (PCB) – containing building materials and lamp ballast may be present in the existing buildings identified for demolition. Universal wastes, is a special category of lower risk hazardous waste that can be recycled (i.e. mercury-containing lamps and thermostats, batteries, and others) may also be present in these buildings that will be demolished. If ACM, LBP, PCBs, and/or universal wastes are present, these materials will be removed, segregated and disposed by licensed contractors in accordance with local, State, and federal requirements. Regulatory requirements include South Coast Air Quality Management District (SCAQMD) Rule 1403 for ACM and Title 22 California Code of Regulations (CCR) Division 4.5 for universal waste. Additionally, Metro has a procedure for handling these substances as specified in the Baseline Construction Specifications (Metro, May 2012) Section 01 35 70– Asbestos-Related Construction Work, Section 01 35 69 – Lead-Related Construction Work and Section 01 35 29 – Health, Safety and Emergency Response Procedures for Contaminated Sites, which will be furnished in the construction contract. Properties/Parcels and their related impacts are listed in Table 1, above.

Small quantities of spilled fuel oil and grease drippings from construction equipment may occur during construction. Such materials generally have a low relative risk to human health and the environment. If there is a large spill, the spill area will be bermed or controlled as quickly as is practical to minimize the footprint of the spill. Contaminated soil and materials produced during cleanup of a spill will be placed into drums for offsite disposal in accordance with local, State, and federal requirements. If a spill or leak into the environment involves hazardous materials equal to or greater than the specific reportable quantity, Metro will notify the appropriate federal, State, and local reporting requirements. Details of spill prevention and response must be adhered to as per Metro standard specification 01 35 43 – Environmental Procedures for Hazardous Materials and Section 01 35 29 – Health, Safety and Emergency Response Procedures for Contaminated Sites that will be placed in the construction contract documents. The project will also require a stormwater pollution prevention plan (SWPPP) from the construction contractor, which will also include spill prevention and response requirements pertinent to construction.

Contaminated soil is expected to be encountered during construction activities at this site. All areas identified as part of the former Aliso Street MGP site has potential for encountering contaminated soils contaminated with PAHs, VOCs, and heavy metals. Soils contaminated with VOCs will be managed per the requirements of SCAQMD Rule 1166. Soils contaminated with other COPCs will be managed according to regulatory requirements. Excavation of soils contaminated by heavy metals (i.e. lead) will be managed according to SCAQMD Rule 1466 requirements. Metro's baseline construction specifications Section 01 35 43 – Environmental Procedures for Hazardous Materials, Section 01 35 35 – Water Pollution Control, Section 01 57 19 – Temporary Environment Control; Section 01 74 19 – Waste Management and Disposal, and Section – 01 35 29 Health, Safety, and Emergency Response Procedures for Contaminated Sites also include provisions on management, handling and disposal of contaminated soils.

Most of the hazardous waste generated during construction, such as treated wood railroad ties, unused or off specification paint and primer, paint thinner, solvents, and vehicle and equipment maintenance-related materials, can be recycled as allowed by regulations and if not recycled will be disposed of according to regulatory requirements. Empty containers (i.e., drums and totes) will be returned to vendors, if possible. The quantities of hazardous waste (e.g., ACM and LBP) that cannot be recycled are not expected to significantly impact the capacity of the Class I landfills located in California.

Solid waste generated from construction activities may include track segments, switches, scrap lumber, plastic, metal, glass, asphalt and concrete, and empty non-hazardous material containers. Typical management practices for this material include recycling when possible, proper storage of waste to prevent wind dispersion, and routine pick-up and disposal of waste to approved local Class III landfills. Solid wastes from construction are not expected to significantly impact the capacity of the Class III landfills in the County of Los Angeles.

Wastewater generated at the construction site will include sanitary wastes, dust suppression drainage, and equipment wash water. Construction-related sanitary wastes, collected in portable self-contained chemical toilets, will be pumped periodically. Potentially contaminated equipment wash water will be contained at designated wash areas and transported to a wastewater treatment facility via a licensed hauler. Temporary construction impacts will be isolated to the project site.

Metro will comply with the requirements of the National Pollution Discharge Elimination System (NPDES) Construction General Permit by acting as the Legally Responsible Person (LRP) in securing a waste discharge identification (WDID) number for the project and requiring the Construction Contractor to develop a Stormwater Pollution Prevention Plan (SWPPP) in accordance with Section A of the General Permit prior to the commencement of soil disturbing activities. Metro's baseline construction specification Section 01 35 35 – Water Pollution Control and Section 01 57 19 – Temporary Environment Control also include stormwater pollution prevention requirements.

Fugitive dust emissions from the construction activities at the site will be managed to comply with SCAQMD Rule 1403 as well as Metro Specifications Section 01 35 35 – Water Pollution Control, Section 01 57 19 – Temporary Environment Control and other applicable project specific requirements.

The hazardous materials to be used during project demolition and construction include gasoline, diesel fuel, oil, and lubricants as well as minimal amounts of cleaners, solvents, adhesives, and paint materials.

No acutely hazardous materials would be used or stored onsite during construction. These hazardous materials will be managed per applicable federal, state, and local regulations as well as pertinent Metro baseline construction specifications and other project specific requirements.

Metro contract documents also require all contractors to develop a Waste Management Plan for the handling and disposal of non-hazardous waste under Metro baseline specification Section 01 74 19 – Waste Management and Disposal. The contract documents also require all contractors to develop a Contractor Generated Hazardous Waste Management Plan to comply with California Code of Regulations Title 22 Division 4.5 under Metro baseline specifications Section 01 57 19 – Temporary Environmental Control).

Best management practices (BMPs) will be implemented and consistent with hazardous materials and hazardous waste storage, handling, emergency spill response, and reporting. As a result of the implementation of the above procedures and coordination with DTSC, impacts associated with the project during construction would not be significant. Additionally, compliance with the following policies and Baseline Construction Specifications will further reduce air quality emissions and waste generation impacts from this site: Metro's Green Construction Policy, Recycling and Reuse Policy, Waste Management Plan requirement (Section 01 74 19) and Sustainability Plan requirement (Section 01 35 66).

During the construction phase of the project, Metro will ensure that the Construction Contractor will be required to comply with the regulations mentioned above in addition to the Metro Contract Specifications also specified above. Compliance with those items will ensure a less than significant impact.

Figure 3 shows the northern section of the project limits that are in the methane buffer zone and the methane zone per City of Los Angeles Department of Building and Safety (LADBS). Some of the parcels are both in the buffer zone and the methane zone (i.e. #1, #2 and #9 as shown in Table 1 and Figure 3). The rest of the parcels fall within the methane zone. Prior to and during construction the provisions of City of Los Angeles Methane Code (Ordinance Nos. 175790 and 180619) and site testing standards required in LADBS Information Bulletin/ Public – Building Code Document No. P/BC 2014-101 will be adhered to as applicable.

Recently, Metro has embarked on implementing an Environmental Management System (EMS) for construction projects under ISO 14001:2015 standard. The purpose of EMS is to establish procedures and protocols allows for a plan-do-check-act procedures for continual improvement. Therefore, Metro has committed to complying with environmental regulations, and ensuring that they are implemented. Through the EMS program Metro aims to minimize the impact of its construction activities to the environment. The EMS for construction program will further ensure that the construction impact of the project on the environment will be minimized.

Operational Impacts

As the Project transitions from construction to operations, Metro will continue to implement and adhere to the requirements of LUCs or other restrictions associated with each parcel. For example, in

the event maintenance activities on the Division 20 Portal parcel require soil disturbance, Metro will notify, per the LUC, the DTSC and SoCal Gas of the planned maintenance activities and the planned soil disturbance. With the exception of subsurface tunnel maintenance activities, direct contact with soil (i.e., soil ingestion and dermal contact) is unlikely to occur once the Project would be operational. Also, Metro would be required under the LUC for the Division 20 Portal parcel to update, as necessary, and submit to DTSC a Soils Management Plan and Site Health and Safety Plan before the start of maintenance activities.

Hazardous wastes and unused hazardous materials are not expected during normal operations, but maintenance activities by contractors may require the periodic use of hazardous materials. Universal wastes (e.g., florescent lamps and batteries) and unusable materials will be handled, stored and managed per California Universal Waste Requirements.

Non-hazardous solid wastes generated during operation of the project will include solid waste from routine maintenance (e.g., used air filters), and domestic wastes. Maintenance-derived wastes and domestic wastes will be recycled to the extent practical. Those maintenance-derived wastes that cannot be recycled will be transported for disposal at a Class III landfill. The remaining solid wastes will be removed on a regular basis for disposal at a Class III landfill.

Best management practices (BMPs) will be implemented and consistent with hazardous materials and hazardous waste storage, handling, emergency spill response, and reporting. As a result of the implementation of the above procedures, impacts associated with the project during the operation phase would not be significant.

Division 20 is currently enrolled in Metro's agency-wide Environmental Management System (EMS) under the ISO 14001:2015 standard. The purpose of EMS is to establish procedures and protocols allows for a plan-do-check-act procedures for continual improvement. Therefore, Metro has committed to complying with environmental regulations, and ensuring that they are implemented. Through the EMS program Metro aims to minimize the impact of its day-to-day public transportation operations to the environment. The EMS for operations program at Division 20 will further ensure that the impact on the environment will be minimized.

Mitigation Measures

The Project will comply with all applicable laws, regulations, and City of Los Angeles ordinances for Hazardous Materials and their own procedures as outlined in the Metro Baseline Construction Contract Specifications for the project and in Metro's Board Adopted Policies. The following mitigation measure is based on: (a) the known or suspected project area conditions; (b) construction and operational impacts identified; and (c) review of prior Metro project documents where similar conditions existed, and mitigation measures were imposed on those projects.

HM-1: Prior to building demolition, surveys for PCB-containing building materials i.e., caulking, joint sealant shall be conducted (also known as hazardous building materials survey). If necessary, destructive sampling shall be used. All hazardous building materials identified would be removed or otherwise abated per regulatory requirements prior to demolition.

References

AECOM, Draft Hazardous Materials Technical Memorandum for the Metro Red/Purple Line Core Capacity Improvements Project, January 16, 2016.

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Kleinfelder, Draft - Phase I Environmental Site Assessment, Former Pickle Works, 1001 E. 1st Street, Los Angeles, CA, December 20, 2017

Los Angeles County Metropolitan Transportation Authority (Metro), Baseline Construction Contract Specifications for Heavy Rail and Maintenance of Way Buildings, May 2012.

City of Los Angeles Methane Code - <http://www.ladbs.org/docs/default-source/publications/ordinances/methane-code---ordinance-no-175790.pdf?sfvrsn=10>; <http://www.ladbs.org/docs/default-source/publications/ordinances/methane-code---ordinance-no-180619.pdf?sfvrsn=12>; <http://www.ladbs.org/docs/default-source/publications/information-bulletins/building-code/methane-hazard-mitigation-standard-plan-simplified-method-for-small-additions-ib-p-bc2014-102.pdf?sfvrsn=13>

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Appendices

The following appendices are available upon request from Metro.

- **Appendix A – Draft Phase I Environmental Site Assessment ADCO/ATLAS Property, East of Center Street Between Jackson and Banning Streets, Los Angeles, CA September 2016**
 - **Appendix B – Limited Phase II Environmental Site Assessment ADCO/ATLAS Property, 200 Center St. Los Angeles, CA November 30, 2017**
 - **Appendix C: Phase I Environmental Site Assessment Metro Division 20 Portal Widening and Turnback Facility Commercial Street/Center Street Los Angeles, CA February 1, 2017**
 - **Appendix D: Phase I Environmental Site Assessment, Viertel’s Central Division, 500 N. Center Street, Los Angeles, CA, October 13, 2017**
 - **Appendix E: Draft - Phase II Environmental Site Assessment, Viertel’s Central Division, 500 N. Center Street, Los Angeles, CA, January 4, 2018**
 - **Appendix F: Draft - Phase I Environmental Site Assessment Former Pickle Works, 1001 E. 1st Street, Los Angeles, CA, December 20, 2017**
 - **Appendix G: Available information for 100 to 120 North Santa Fe Avenue, Los Angeles, CA**
-

APPENDIX E

Noise and Vibration Technical Report

**Div. 20 Portal Widening/Turnback Facility
Noise and Vibration Technical Report
March 13, 2018**

Prepared by:
ATS Consulting

EXECUTIVE SUMMARY

A noise and vibration analysis was conducted as part of an Environmental Impact Report for the Div. 20 Portal Widening/Turnback Facility Project in Los Angeles, California. For the Project, Metro is proposing to widen the portal for the Metro Red/Purple Line in and adjacent to the Metro Red/Purple Line Maintenance Yard (Division 20 or Santa Fe Yard) near the Los Angeles River, provide for a turnback facility, and increase storage capacity in the yard. The Division 20 rail yard, also identified as the Metro Red Line/Santa Fe Yards, is an approximately forty-five (45) acre site and is home to the Metro Red/Purple Line train storage and maintenance facilities. It is located primarily between the 1st and 6th Street bridges, running parallel to the Los Angeles River Channel and east of Santa Fe Avenue.

There are three main noise- and vibration-sensitive receivers in the project area: the One Santa Fe (OSF) Apartment Complex, the Southern California Institute of Architecture (SCI-Arc), and Willow Studios (film). The existing noise levels at the receivers are 65-69 dBA (Ldn/CNEL) for OSF, 70 dBA (Leq) for SCI-Arc, and 76 dBA (Leq) for Willow Studios (note that a metric that includes nighttime hours applies to the residential receiver, and one that is primarily for daytime use applies to the other receivers).

Predictions for operational and construction noise and vibration were made by applying FTA methodology (FTA 2006), and impacts were determined by applying FTA limits and state/local regulations, all as part of the California Environmental Quality Act (CEQA) analysis. A summary of the operational noise and vibration impact and mitigation assessments follow, along with a summary of the construction noise and vibration analysis.

SUMMARY OF NOISE IMPACTS

Noise predictions were made applying the FTA detailed analysis method. Noise was predicted for all relevant sources in the vicinity of the sensitive receivers. The sources include new ones associated with the project and existing noise sources that will remain and contribute to the future noise environment. Together, these include: rapid transit train noise from the storage, yard, and turnback track types (with horn use); non-Metro commuter rail train noise (with horn use); additional noise from special trackwork and wheel squeal; a TPSS unit; PA system; Maintenance Facility noise, including the HVAC system on the roof; platform car wash; storage area light maintenance; road traffic noise; and aircraft noise. The noise sources associated with the project are: a new storage yard adjacent to OSF, storage area light maintenance, new yard tracks, new turnback tracks, increased operations on yard tracks entering the Maintenance Facility, and a new TPSS unit (to replace the existing unit). These plus the other (existing) noise sources contribute to the total noise, and all were included to evaluate an increase in noise under CEQA.

Following is a summary of the noise impact assessment of the proposed project:

- For Category 2 land uses, there are two moderate impacts and three severe impacts according to FTA thresholds. The impacts represent most sections of the One Santa Fe Apartments. The severe impacts are in sections of the buildings near tracks with curvature and special trackwork; this includes the northern two sections of the north building (IDs R-1 and R-2) and the north section of the south building (ID R-5). The moderate impacts are in the southern two sections of the south building (IDs R-6 and R-7). Only FTA severe impacts are considered impacts under CEQA.

Noise and Vibration Technical Report

Executive Summary

Assuming a building noise reduction of 30 dB as described in Section 3.2.6, with windows and doors closed, none of these sensitive receivers would be impacted, since the predicted interior noise levels are less than 45 dBA CNEL, the Los Angeles Building Code requirements.

- For Category 3 land uses, there is one moderate impact predicted. The impact represents the outdoor common use barbeque area of the One Santa Fe Apartments (ID R-A). This is not considered an impact under CEQA.
- There are no impacts predicted for the One Santa Fe Apartments pool/spa area (ID R-B), Southern California Institute of Architecture (ARC-Sci, IDs R-C, R-D, and R-E), and Willow Studios (ID R-F).

Table ES-1 summarizes predicted noise limit exceedances and mitigation recommendations for each potentially impacted sensitive receiver applying the FTA limits. Predicted impact exceedance is shown as the amount above a severe impact level and moderate impact level. Also shown in the table are the primary causes of the impact.

For the northern building of the One Santa Fe Apartments, the sections of the building potentially impacted under CEQA are R-1 and R-2. The primary causes of the impact are wheel squeal and noise from wheels crossing over gaps in standard frogs for the yard tracks leading into the storage yard adjacent to the apartments and those passing under the bridge heading toward the Maintenance Facility. Although lubrication applied to the track would help to address wheel squeal, this mitigation option is not feasible for this project. The recommended mitigation is to install low-impact frogs in the OSF-adjacent storage yard and in any yard tracks within a 200-foot radius of the northern portion of the northern building (R-1). Using low-impact frogs would remove the northern building impacts. The type of low-impact frogs typically used in yards are flange-bearing frogs, monoblock frogs, or conformal top rail bound manganese (RBM) frogs; refer to Appendix D for more information. For these receivers, a separate analysis showed no impact from TPSS noise per LA Metro design criteria.

For the southern building of the One Santa Fe Apartments, one section of the building is potentially impacted under CEQA: R-5. The primary causes of the impact are wheel squeal and noise from wheels crossing over gaps in standard frogs for the yard tracks leading into the Maintenance Facility. Although lubrication applied to the track would help to address wheel squeal, this mitigation option is not feasible for this project. The recommended mitigation is to install low-impact frogs in the existing yard tracks that lead to the Maintenance Facility and in new yard tracks within a 200-foot radius of the northern portion of the southern building (R-5). Using low-impact frogs (including replacing existing ones) would result in no impacts. The type of low-impact frogs typically used in yards are flange-bearing frogs, monoblock frogs, or conformal top rail bound manganese (RBM) frogs; refer to Appendix D for more information.

For all predictions and mitigation recommendations, it is assumed that the track and wheels would be maintained in a state of good repair (that is, rail corrugations and wheel flats would be minimized through maintenance procedures—rail grinding and wheel truing).

If it can be verified that a building noise reduction of at least 30 dB applies to the One Santa Fe Apartments, mitigation would not be required for R-1, R-2, and R-5, based on an interior noise limit of 45 dBA CNEL. Assuming no impacts for the interior, noise for the exterior apartment balconies was analyzed. It was determined that there could be potential noise impacts for these spaces without mitigation. However, the low-impact frogs installed as recommended for R-1, R-2, and R-5 would mitigate these impacts. As an alternative to low-impact frogs, transparent noise barriers could be placed on the affected apartment balconies to reduce the noise below impact level.

Table ES-1: Summary of Recommended Noise Mitigation

ID ^a	Desc. ^b	Sensitive Receiver Location	Impact Exceedance ^c		Recommended Mitigation
			(dB)	Primary Causes	
R-1	MF	One Santa Fe (north bldg - north end)	0.7 sev 2.6 mod	Wheel squeal; standard frog impacts ^d	Low-impact frogs
R-2	MF	One Santa Fe (north bldg - mid)	0.7 sev 2.6 mod	Wheel squeal; standard frog impacts ^d	Low-impact frogs
R-5	MF	One Santa Fe (south bldg - north end)	0.4 sev 2.7 mod	Wheel squeal; standard frog impacts ^e	Low-impact frogs

^a ID identifies sensitive receivers as shown Table C-1 in Appendix C. Refer to Table C-1 in Appendix C for indications of special trackwork for each receiver; the special trackwork increases noise levels.
^b MF = multifamily, REC = recreational.
^c Exceedances are shown as the value above the FTA severe and moderate limits.
^d Yard tracks leading into the storage yard adjacent to OSF Apartments and other yard tracks in the vicinity (within 200 feet of R-1).
^e Yard tracks leading into the Maintenance Facility, including existing and new track within 200 feet of (R-5).

SUMMARY OF VIBRATION IMPACTS

Vibration predictions were made applying the FTA general analysis method. Groundborne vibration and noise were predicted for all relevant sources in the vicinity of the sensitive receivers. This sources rapid transit train noise from the storage, yard, and turnback track types and additional vibration from special trackwork.

Following is a summary of the noise impact assessment of the proposed project. No groundborne vibration or noise impacts are predicted using FTA methods/limits at any sensitive receivers.

SUMMARY OF CONSTRUCTION NOISE AND VIBRATION

Construction Noise

Construction noise levels were predicted using FTA methods and the FHWA Roadway Construction Noise Model (RCNM) for the types of equipment likely to be used during demolition of existing structures/pavement and track construction operations. The use of heavy equipment during project construction has the potential to result in substantial, yet temporary, increases in local noise levels.

Applying FTA limits, the only sensitive receiver potentially impacted by construction noise is the One Santa Fe Apartments. Results show that the proximity of the One Santa Fe Apartment complex to the adjacent building and pavement demolition, as well as construction of the storage tracks can potentially cause large exceedances of the FTA general assessment limits. Since the apartments are elevated above the demolition and construction activities, typical mitigation measures such as noise barriers/blankets would not provide adequate noise reduction. To minimize the construction noise, practices outlined below should be implemented, where applicable.

Noise and Vibration Technical Report

Executive Summary

- Avoid nighttime construction when possible.
- Use specialty equipment with enclosed engines and/or high-performance mufflers.
- Locate equipment and staging areas as far from noise-sensitive receivers as possible.
- Limit unnecessary idling of equipment.
- Reroute construction-related truck traffic away from local residential streets and/or sensitive receivers.

When the noise will be loudest and most intrusive (based on equipment use and limits), unconventional measures may be appropriate, such as temporarily relocating residents to a hotel (if overnight work is necessary). A Noise Control Plan and Noise Monitoring Plan must be submitted to LA Metro; the Plans will identify times of peak noise generation. Specific mitigation measures should be developed by the construction contractor as part of the Noise Control Plan per Metro technical requirement 01 56 19 — Construction Noise and Vibration Control.

The LA Municipal Code restricts construction activities to the following hours: 7 am – 9 pm weekdays and 8 am – 6 pm weekends. A variance needs to be granted by the Executive Director of the Board of Police Commissioners to operate outside these hours, and consideration of LA Metro nighttime limits is necessary.

Construction Vibration

Construction vibration levels were predicted using FTA methods for the types of equipment likely to be used during demolition of existing structures/pavement and track construction operations. The use of heavy equipment during project construction has the potential to result in substantial, yet temporary, increases in local vibration levels.

The primary concern regarding construction vibration is potential damage to structures. The thresholds for potential damage are much higher than the thresholds for evaluating potential annoyance used to assess impact from operational vibration.

Applying FTA vibration limits, the only sensitive receiver potentially impacted by construction vibration is the One Santa Fe Apartments. The results predict that the contractor would exceed the impact threshold when operating very close to the receiver, as is the case near the One Santa Fe apartment complex during the building and concrete demolition operations. In the event that vibration-generating equipment must be used for a sustained period of time, the Noise Control Plan should include measures to minimize potential vibration impacts during construction. These measures/strategies could include:

- **Preconstruction Survey:** The survey should include inspecting building foundations and taking photographs of preexisting conditions. The survey can be limited to buildings within 25 feet of high-vibration-generating construction activities. The only exception is if an important and potentially fragile historic resource is located within approximately 200 feet of construction, in which case it should be included in the survey. For this project, the only known building that may fall into that category is the Citizens Warehouse/Lysle Storage Company building.
- **Vibration Limits:** The FTA Guidance Manual suggests vibration limits in terms of peak particle velocity, ranging from 0.12 inches/second for “buildings extremely susceptible to vibration damage” to 0.5 inches/second for “Reinforced-concrete, steel or timber” buildings. The contract specifications should limit construction vibration to a maximum of 0.2 inches/second for all buildings in the corridor.

- **Vibration Monitoring:** The contractor should be required to monitor vibration at any building where vibratory rollers or similar high-vibration-generating equipment would be operated within 25 feet of buildings and at any location where complaints about vibration are received from building occupants.
- **Alternative Construction Procedures:** If high-vibration construction activities must be performed close to structures, it may be necessary for the contractor to use an alternative procedure that produces lower vibration levels. Examples of high-vibration construction activities include the use of vibratory compaction or hoe rams next to sensitive buildings. Alternative procedures include use of non-vibratory compaction in limited areas and a concrete saw in place of a hoe ram to break up pavement. Refer to Section 7.4 for vibration levels by equipment type and distance and applicable thresholds to include in the Noise Control Plan.

Limiting use time for rollers and compactors during the construction operations would remove the vibration impacts for all operations occurring at least 45 feet from the nearest receiver. When construction or demolition operations must occur very close to the receiver, other less conventional techniques could be employed to avoid annoyance due to vibration. Residents could be temporarily relocated to a hotel during construction times when the vibration will be the greatest and most intrusive.

CEQA SUMMARY

For operations, there are potentially significant noise impacts predicted at the OSF Apartments. With recommended mitigation applied, the impacts become less-than-significant. There are no impacts for vibration.

For construction, there is a potentially significant noise impact in relation to a temporary increase in ambient noise. There are also potentially significant impacts in relation to excessive noise and vibration. To minimize these, recommendations to minimize the construction noise and vibration should be implemented.

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1.0 INTRODUCTION

This *Noise and Vibration Technical Report* has been prepared to support the Environmental Impact Report (EIR) for the Div. 20 Portal Widening/Turnback Facility Project in Los Angeles, California. It presents the methodology and assumptions that were used to assess the potential environmental impacts from noise and vibration generated by the operations and construction at the facility, which supports the Metro Red and Purple Rail Transit Lines. The proposed project consists of adding storage yards and adding/modifying yard tracks and turnback tracks. The report separates the impact evaluation of operations and construction, where impacts, consequences, and mitigation are discussed for each. The analysis for operations is described in multiple sections, followed by the construction analysis as the final technical section.

This report was made in compliance of the California Environmental Quality Act (CEQA) using the Federal Transit Administration's (FTA) guidance manual Transit Noise and Vibration Impact Assessment (FTA 2006).

In addition to the main text that addresses the regulatory framework, noise and vibration prediction methodologies, the affected environment, potential noise and vibration impacts, consequences, and mitigation for operations and construction, the document includes the following appendices:

- Appendix A: Fundamentals of Noise and Vibration
- Appendix B: Ambient Noise Measurements
- Appendix C: Sensitive Receiver Inventory
- Appendix D: Mitigation for Switches
- Appendix E: Construction Noise and Vibration Predictions

The remainder of this section discusses the proposed project, including specific project features. In addition, a brief review of potential noise and vibration concerns related to the project is provided.

1.1 PROJECT DESCRIPTION

For the Div. 20 Portal Widening/Turnback Facility Project, Metro is proposing to widen the portal for the Metro Red/Purple Line in and adjacent to the Metro Red/Purple Line Maintenance Yard (Division 20 or Santa Fe Yard) near the Los Angeles River, and provide for a turnback facility. On March 23, 2017, an Initial Study/Mitigated Negative Declaration (IS/MND) was adopted by the Metro Board of Directors, and the preliminary engineering and complete final design contract was awarded. Since then, the design team has been looking at various design refinements, which were a result of Operations' request to revise the configuration to maximize operational flexibility in the operations of the turnback. These refinements will thus require additional environmental analysis. The project aims to address the service and capacity limitations with three core improvements, which include:

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

Specific refinements relevant to the noise and vibration analysis include:

- The demolition of the existing MOW 61A building.

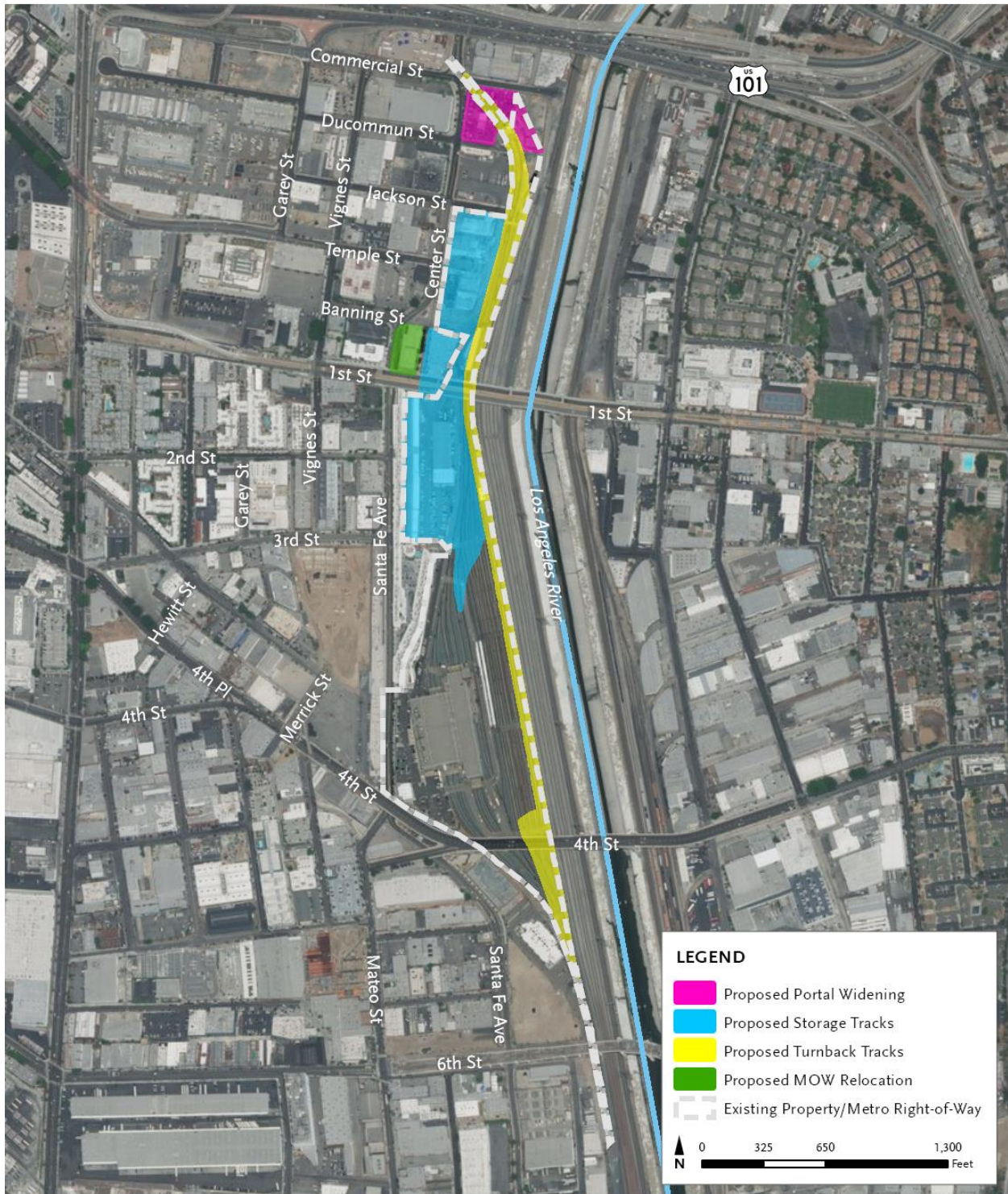
- The reconfiguration of trackwork: the turnback tracks placed on the east side of the yard as opposed to the west which in the previous concept showed terminating adjacent to One Santa Fe with 3 operator relief platforms.
- The removal of the operator relief platforms from the previous conceptual plans.
- Storage tracks in One Santa Fe area where turnback was previously shown in concepts.
- Proposed turnback tracks extending further south to tie-in at the existing tail tracks near 6th St.
- The acquisition of Citizens Warehouse/Lysle Storage Company building (site of former Pickle Works), National Cold Storage, and Duck Factory properties currently located west of the Division 20 rail yard and east of Center St between Jackson St and 1st St to provide additional storage tracks.
- The modification of the First St Bridge. Removal and modification of existing piers and superstructure to allow for more flexibility and access to new storage tracks.
- Internal restructuring of the building at 100-120 North Santa Fe Rd for use as new MOW building.

Figure 1-1 shows the preliminary Project layout concept.

The Division 20 rail yard, also identified as the Metro Red Line/Santa Fe Yards, is an approximately forty-five (45) acre site and is home to the Metro Red/Purple Line train storage and maintenance facilities. It is located primarily between the 1st and 6th Street bridges, running parallel to the Los Angeles River Channel and east of Santa Fe Avenue.

The Metro Red/Purple Line portal is situated between Commercial Street to the north; Ducommun Street to the south; Center Street to the west; and the Los Angeles River Channel to the east.

The General Plan Land Use designation is cited in the City's zoning database (www.zimas.lacity.org) as Heavy/Light Manufacturing, as well as being identified as a transit priority area.



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

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

Figure 1-1: Project Area

1.2 NOISE CONCERNS ASSOCIATED WITH THE RAIL YARD

The following list summarizes most of the major noise sources associated with the future rail yard with improvements:

Rail Operations: This is the normal noise from the operation of rail vehicles and includes noise from steel wheels rolling on steel rails (wheel/rail noise) and from propulsion motors, air conditioning and other auxiliary equipment on the vehicles. At the time of this study the maximum operating speed is either 5 mph (storage and yard tracks) or 20 mph (proposed turnback tracks). A key assumption in the noise predictions is that the optimal wheel and rail profiles would be maintained through periodic truing of the wheels and rail grinding.

Audible Warnings: The rail vehicles would be equipped with horns and as audible warning devices. For the Red and Purple Line trains, horns will be used in accordance with current safety practices employed in the yard: the horn is sounded prior to moving, as warning to all around the area. The non-Metro commuter rail lines adjacent to the yard area also sound warning horns.

Special Trackwork: Turnouts and crossovers, where two rails cross, are the primary type of special trackwork on an alignment. This type of special trackwork is sometimes referred to as a *frog*. Standard frogs have gaps, and the train wheels must “jump” across the gap. The wheels striking the ends of the gap increase noise levels. A standard frog can cause noise levels to increase by approximately 10 decibels (dB) at a distance of 35 feet or closer. Low-impact frogs are available that smooth the transition through the gap in the rail and can be used as a mitigation measure where the noise from special trackwork results in a predicted impact. Examples of low-impact frogs include flange-bearing frogs, monoblock frogs, spring-rail frogs and moveable point frogs. More information on frogs can be found in Appendix D.

Wheel Squeal: Wheel squeal is generated when steel-wheel transit vehicles traverse tight radius curves. It is very difficult to predict when and where wheel squeal will occur. A general guideline is that there is the potential for wheel squeal at any curve with a radius that is less than approximately 1000 feet. Common approaches to controlling wheel squeal include (1) applying a friction modifier to the railhead and/or the wheel tread, (2) applying lubricant to the gauge face of the rail or the wheel flange and (3) optimizing the wheel and rail profiles. Using resilient wheels and maintaining the tracks would help control wheel squeal; also, periodically truing wheels would maintain an optimum profile and can help minimize wheel squeal.

Ancillary Equipment: The ancillary equipment associated with the rail yard includes, one existing traction power substation (TPSS) unit, a PA system throughout the yard, activities and HVAC system associated with the Maintenance Facility, and light outdoor car washing and light maintenance. For TPSS units, a general guideline is that locating the TPSS at least 50 feet from the closest residential land use would avoid noise impacts; this has already been implemented for the existing TPSS unit that is in the project area, and no other units are planned.

Construction: All the sources discussed above are associated with the operation of the proposed project. The use of heavy equipment during project construction has the potential to result in substantial but temporary increases in local noise levels along the corridor. Potential construction noise impacts are discussed in Section 7.0.

1.3 VIBRATION CONCERNS ASSOCIATED WITH THE RAIL YARD

The following list summarizes the significant vibration sources associated with the rail yard:

Rail Operations: Rail operations create groundborne vibration that can be intrusive to occupants of buildings close to the tracks. This is particularly important for residential land uses that are located within 75 feet of vehicles operating at 30 mph. Note that for this project, the trains within 75 feet are operating at 5 mph. The FTA impact criteria for vibration is based on annoyance, and the predicted levels of rail vibration at all receivers are well below the thresholds used to protect sensitive and fragile historic structures from damage. The potential for vibration from rail operations to be annoying to occupants of historic structures is based on the appropriate vibration impact criteria for the current use of the building. A key assumption in the vibration predictions is that the optimal wheel and rail profiles would be maintained through periodic truing of the wheels and rail grinding.

Special Trackwork: Turnouts and crossovers, where two rails cross, are the primary type of special trackwork on the alignment. This type of special trackwork is sometimes referred to as a *frog*. Standard frogs have gaps, and the train wheels must “jump” across the gap. The wheels striking the ends of the gap increase vibration levels as well as noise levels. The groundborne vibration levels near special trackwork increase by approximately 10 VdB because of wheel impacts at the gaps in the rails. Similar to noise, low-impact frogs can be used as a mitigation measure where the vibration from special trackwork results in a predicted vibration impact. More information on low-impact frogs can be found in Appendix D.

Construction: Construction operations can generate perceptible vibration levels. It is also possible to generate levels that risk damage to susceptible buildings if they are close to the construction activities. Potential construction vibration impacts are discussed in Section 7.0.

2.0 REGULATORY FRAMEWORK

In compliance with the California Environmental Quality Act (CEQA), this noise and vibration impact assessment was performed in accordance with regulations set forth by federal, state, and local entities.

At the federal level, the Federal Transit Administration (FTA) of the United States Department of Transportation (USDOT) regulations apply. Although this project does not require a NEPA analysis, the federal regulations provide reasonable limits. FTA criteria are published in the FTA Guidance Manual called *Transit Noise and Vibration Impact Assessment* (FTA 2006), henceforth referred to as *FTA Guidance Manual*. This is the approach used to discuss noise and vibration environmental analysis, consequences, and abatement in this report.

CEQA requires evaluation of potential effects of proposed government actions on the environment. The acts call for an agency relevant to the project to approve the analysis. The Lead Agency for CEQA is the Metropolitan Transportation Authority (MTA). CEQA is a state act that requires additional questions be answered in evaluating potential noise and vibration impacts. These questions are provided in Appendix G of the 2016 CEQA Statutes and Guidelines (CEQA 2016). To address CEQA questions relating to “local noise elements and noise codes and applicable standards of other agencies,” the noise and vibration levels predicted by the FTA model are later compared to transportation-project impact criteria set in the FTA and local guidance. In addition, the LA Metro Rail Design Criteria are applied for a separate TPSS analysis and for construction noise. At the local level, the following regulations apply:

- Los Angeles County Metropolitan Transportation Authority (LA Metro) Rail Design Criteria
- City of Los Angeles General Plan
- City of Los Angeles Municipal Code

The criteria described in this section are for operational noise and vibration. The criteria set forth for construction noise and vibration can be found in Section 7.0. LA Metro Division 01 Specifications (METRO 2012) also apply in describing a construction Noise Control Plan; information on this is also found in Section 7.0.

The sub-sections below state the FTA criteria followed by state and local criteria, first for noise then for vibration.

2.1 FTA NOISE IMPACT CRITERIA

The FTA noise impact criteria are based on the best available research on community response to noise. This research shows that characterizing the overall noise environment using measures of noise exposure provides the best correlation with human annoyance. Noise exposure characterizes noise levels over a period of time.

FTA provides different thresholds for different land uses. Table 2-1 lists the three FTA land-use categories and the applicable noise metric for each category. For Category 2 land uses (residential areas where people sleep), noise exposure is characterized using Ldn. In calculating Ldn, noise generated during nighttime hours is more heavily weighted than daytime noise to reflect residents’ greater sensitivity to noise during those hours. For Category 1 and Category 3 land uses (areas with primarily daytime use), noise exposure is characterized using the peak hour Leq, which is a time-averaged sound level over the noisiest hour of transit-related activity. Appendix A provides background information on the Ldn and Leq noise descriptors.

Table 2-1: FTA Land Use Categories and Noise Metrics

Land Use Category	Noise Metric (dBA)	Description of Land Use Category
1	Outdoor Leq(h) ^a	A tract of land where quiet is an essential element of the intended purpose. This category includes lands set aside for serenity and quiet and such land uses as outdoor amphitheaters and concert pavilions, as well as national historic landmarks with significant outdoor use. Also included are recording studios and concert halls.
2	Outdoor Ldn ^b	Residences and buildings in which people sleep. This category includes homes, hospitals and hotels, where a nighttime sensitivity to noise is assumed to be of utmost importance.
3	Outdoor Leq(h) ^a	Institutional land uses with primarily daytime and evening use. This category includes schools, libraries and churches, where it is important to avoid interference with such activities as speech, meditation and concentration on reading material. Places for meditation or study associated with cemeteries, monuments, museums, campgrounds and recreational facilities can also be considered to be in this category. Certain historical sites and parks are also included.

Source: Federal Transit Administration (FTA 2006)

^a Leq for the noisiest hour of transit-related activity during hours of noise sensitivity.

^b Ldn is a measure that counts for full 24 hours of noise, with penalties for noise at night, which is defined as 10 PM to 7 AM.

The FTA noise impact threshold is a sliding scale based on existing noise exposure and land use of sensitive receivers. The basic concept of the FTA noise impact criteria is that more project noise is allowed in areas where existing noise is higher. However, in areas where existing noise exposure is higher, the allowable increase above the existing noise exposure decreases. For example, in an area with an existing noise level of 55 dBA, the allowable increase in noise level is 3 dBA, resulting in a total future noise level of 58 dBA. For an area with an existing noise level of 60 dBA, the allowable increase in noise level is only 2 dBA, resulting in a total future noise level of 62 dBA.

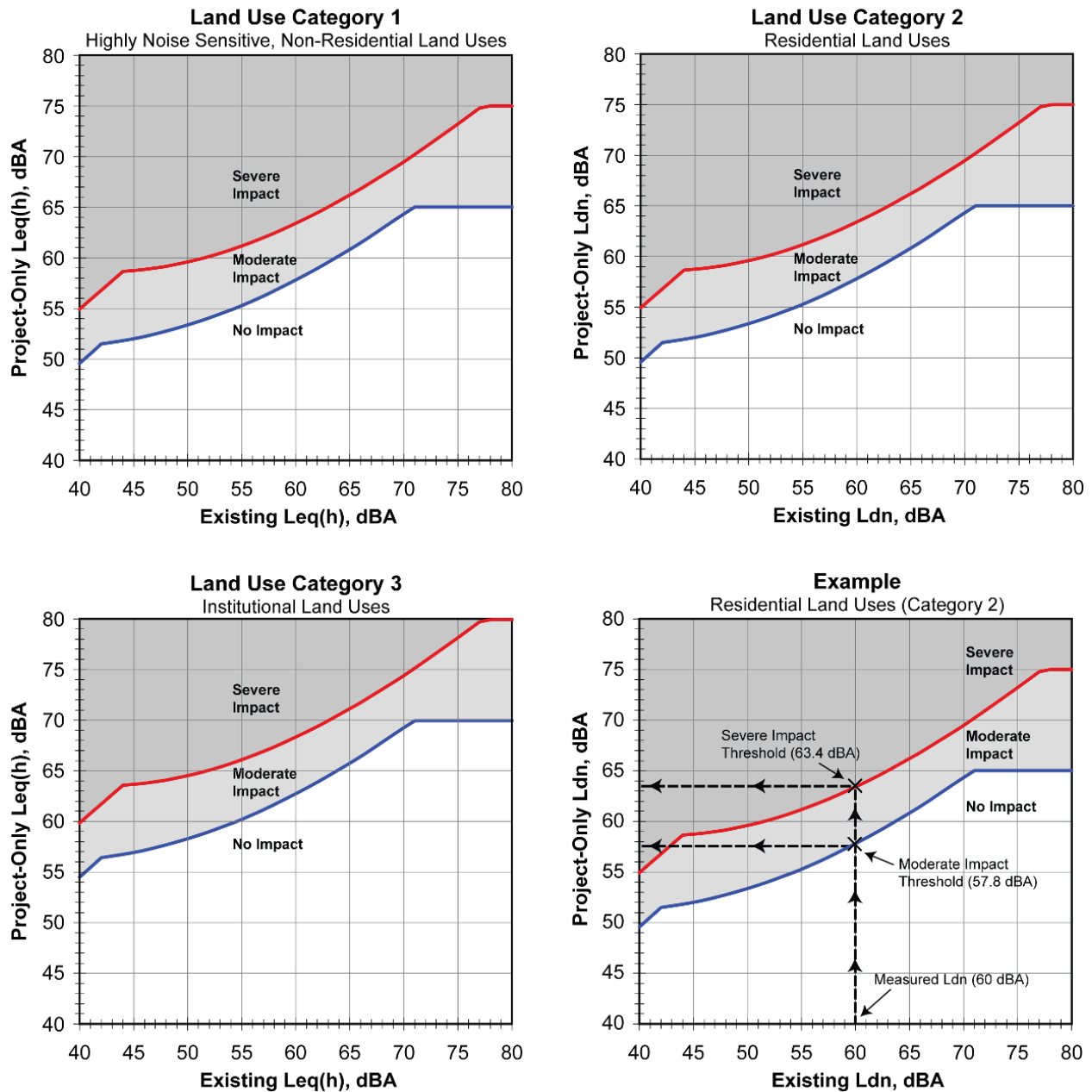
FTA defines two levels of noise impact: moderate and severe. Severe noise impacts are usually considered significant within the context of CEQA. Severe noise impacts require the evaluation of alternative locations/alignments or other mitigation measures to avoid severe impacts altogether. Mitigation measures must be considered and incorporated into the project to avoid severe impacts unless there are truly extenuating circumstances that prevent it. Moderate noise impacts are not necessarily significant within the context CEQA, but also require consideration. For this project, moderate impacts are not considered to be significant due to the nature of the project and the existing environment.

The FTA noise impact criteria are shown graphically in Figure 2-1 for the different categories of land use along with an example of how the criteria are applied. The two graphs on the left are for nonresidential land uses where Leq(h) represents the noise exposure metric, and the top right graph is for residential land uses where Ldn represents the noise exposure metric. As shown in Figure 2-1, the impact threshold is a sliding scale and it typically increases with an increase in existing noise exposure. The existing noise appears on the horizontal axis, and the amount of new noise that the project can create is on the vertical axis. The lower curve (blue) defines the threshold for moderate impact and the upper curve (red) defines the threshold for severe impact.

The sample graph located in the bottom right corner of Figure 2-1 may help clarify the concept of a sliding scale for noise impact. Assume that the existing noise has been measured at 60 dBA Ldn. This is the total noise from all existing noise sources over a 24-hour period: traffic, aircraft, lawnmowers, children playing, birds chirping, etc. Starting at 60 dBA on the horizontal axis, follow the vertical line up to where it intersects the moderate and severe impact curves. Then refer to the left axis to see the impact thresholds. An existing noise of 60 dBA Ldn gives thresholds of 57.8 dBA Ldn for moderate impact and 63.4 dBA Ldn for severe impact. Note that the values are measured in tenths of a decibel to avoid confusion from rounding off; in reality, one cannot perceive a tenth of a decibel change in sound level.

Note that the curves in Figure 2-1 are defined in terms of project-only noise (on the vertical axes) and the existing noise (on the horizontal axes). The project-only noise is the noise introduced into the environment by the project; it is not the future noise levels with the project. The project-only noise does not include noise from existing noise sources in the area that won't change as a result of the project such as automobile traffic and airplanes.

Figure 2-1: FTA Impact Criteria for Noise



Source: Federal Transit Administration (FTA 2006).

2.2 FTA IMPACT CRITERIA FOR GROUND BORNE VIBRATION AND NOISE

The potential adverse effects of rail transit groundborne vibration include perceptible building vibration, rattle noises, reradiated noise (groundborne noise) and cosmetic or structural damage to buildings. The vibration caused by modern rapid transit rail operations is well below what is considered necessary to damage buildings (for this Project, the operational levels are well below the potential damage limits for

even the most fragile type of building, which includes historic structures). Therefore, the criteria for building vibration caused by transit operations are only concerned with potential annoyance of building occupants. Damage limits are only discussed in terms of construction-related vibration in Section 7.0.

The FTA vibration impact criteria are based on the maximum indoor vibration level as a train passes. There are no impact criteria for outdoor spaces such as parks because outdoor groundborne vibration does not provoke the same adverse human reaction as indoor vibration. The FTA Guidance Manual (FTA 2006) provides two sets of criteria: one based on the overall vibration velocity level for use in General Vibration Impact Assessments, and one based on the maximum vibration level in any 1/3 octave band (the band maximum level) for use with a Detailed Vibration Assessment. This study uses the General Vibration Assessment methodology. The intent of a General Vibration Assessment is to provide a relatively simple method of developing overall levels of groundborne vibration and noise that can be compared to acceptability criteria. The assessment method is described in Section 3.0. The vibration criteria are shown in Table 2-2. These criteria assume frequent train events (more than 70 per day). The Category 1 criteria are applied to buildings where vibration would interfere with interior operations (none for this project). The Category 2 criteria are applied to residential land uses (homes, hotels, etc.), where there is nighttime use; this category is similar to the Category 2 land use defined for noise. The Category 3 criteria are applied to institutional land uses (schools, libraries, churches, etc.), where use is primarily during the daytime; this category is similar to the Category 3 land use defined for noise analysis.

Some buildings, such as concert halls, recording studios and theaters, can be very sensitive to vibration. Given the sensitivity of these buildings, they usually warrant special attention during the environmental evaluation of a transit project. Table 2-3 gives the FTA criteria for acceptable levels of groundborne vibration and groundborne noise for various categories of special buildings. These criteria are for limits on the overall vibration or noise levels, not the 1/3 octave band spectra. The listed criteria assume frequent train events (more than 70 per day).

The FTA vibration thresholds do not specifically account for existing vibration. In certain cases, this is examined if potential vibration impacts are predicted. Such is not the case for this project.

Note that historic structures that do not fall into the FTA land use categories are not included in the assessment for vibration impact from rapid transit rail operations. The vibration impact thresholds are based on annoyance, and the primary concern for historic structures is the risk of damage. The recommended limit in the FTA Guidance Manual for buildings extremely susceptible to damage is 90 VdB, which is 18 decibels higher than the limit for Category 2 (residential) land uses. Vibration from rapid transit rail operations will be well below the limit for buildings extremely susceptible to damage.

**Table 2-2: FTA Groundborne Noise and Vibration Impact Criteria
for General Assessment**

Location	Groundborne Vibration Impact Levels (VdB)	Groundborne Noise Impact Levels (dBA)
Category 1	65	N/A
Category 2	72	35
Category 3	75	40

Source: Federal Transit Administration (FTA 2006).

Table 2-3: Groundborne Noise and Vibration Impact Criteria for Special Buildings

Location	Groundborne Vibration Impact Levels (VdB re 1 micro-inch/second)	Groundborne Noise Impact Levels (dBA re 20 micro Pascals)
Concert halls	65	25
TV studios	65	25
Recording studios	65	25
Auditoriums	72	30
Theaters	72	35

Source: Federal Transit Administration (FTA 2006).

Groundborne noise criteria are also listed in Table 2-2 and Table 2-3. Groundborne noise is caused by the vibration of room surfaces radiating sound waves. When audible groundborne noise occurs, it sounds like a low-frequency rumble. When the tracks are above ground, the groundborne noise is usually masked by the normal airborne noise radiated from the rails and it is not necessary to assess impact from groundborne noise. However, for buildings that have no windows facing the rail, or have interior spaces where airborne noise does not penetrate, groundborne noise may be a factor.

It is possible that airborne noise will dominate the noise at a receiver, in which case the FTA limits may be more stringent than is necessary. Therefore, where FTA limits result in groundborne noise impacts, it may be appropriate to compare the predicted groundborne noise levels to either predicted indoor noise levels or to measured existing noise to further assess whether there could be a potential impact. Since FTA limits show no impacts for this project, additional analysis based on airborne noise is not applied.

2.3 STATE NOISE AND VIBRATION IMPACT CRITERIA (CEQA)

While the State of California does not provide specific limits for noise and vibration from transit projects, it does provide the following checklist to evaluate potential noise and vibration impacts in Appendix G of the State CEQA Guidelines:

- a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- b) Would the project result in exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?
- c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
- d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?
- e) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?
- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

The checklist requires each question be answered by checking off one of the following columns:

Table 2-4: CEQA Impact Checklist Terminology

Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The City of Los Angeles 2006 *L.A. CEQA Thresholds Guide* provides guidance on complying with CEQA. Questions (a), (c), and (d) in the checklist are evaluated using the local standards (Los Angeles plans, codes, and requirements) and FTA criteria. Question (b) in the checklist is evaluated using the vibration impact thresholds from the FTA Guidance Manual. It is assumed that any FTA vibration or ground-borne noise impact is a vibration impact for CEQA.

The Portal Widening/Turnback Project is not included in any airport land use plan, so questions (e) and (f) do not apply and would simply be categorized as “No Impact.”

To answer the checklist set forth by CEQA, the definition of significant impact must be defined. For this project, a significant impact is identified by applying the FTA severe impact limit. The *L.A. CEQA Thresholds Guide* significance threshold discussing acceptability is not applied. FTA limits are more conservative/strict.

2.4 LOCAL NOISE IMPACT CRITERIA

The following summarizes the finding from a survey of local jurisdiction regulations. County codes do not apply.

The **Los Angeles Metro Design Criteria** (METRODESIGN 2012) incorporates application of the FTA noise and vibration criteria. There are some slight modifications in frequency of events, but for this study, the standard FTA criteria apply. In addition, the Metro design criteria include a separate examination of noise from TPSS units. At sensitive receivers, the noise from TPSS units is limited to 5 dB below ambient noise.

The **City of Los Angeles General Plan** Noise Element discusses rail systems complying with NEPA and CEQA for noise. Vibration is also discussed, and it is assumed that NEPA compliance applies. As such, FTA methods/analysis apply to the city general plan.

The **City of Los Angeles Municipal Code** (Chapter XI Noise Regulation) prohibits unnecessary, excessive, and annoying noise from all sources subject to its police power. This does not apply to train operations. There is, however, as special section on construction noise, which is described in Section 7.0.

3.0 ASSESSMENT METHODOLOGY

3.1 NOISE ASSESSMENT APPROACH

The noise assessment methodology follows the Detailed Noise Assessment guidelines outlined in the FTA Guidance Manual. The detailed assessment for noise includes the following steps:

1. **Identify sensitive receivers.** Noise-sensitive land uses along the corridor are identified using aerial photography and field visits. For this study, the sensitive receiver buildings are divided based on their location relative to various sound sources. The land uses that qualify as noise-sensitive are defined in the FTA Guidance Manual and include spaces where quiet is an important element of their intended uses such as concert halls, residential land uses where people sleep such as houses or hotels, and institutional land uses such as schools or churches. Appendix C details the receiver locations used in the assessment.
2. **Determine existing conditions.** Existing noise levels were measured throughout the project area. FTA noise impact thresholds are a function of the measured existing noise levels.
3. **Apply prediction models.** The noise prediction models in the FTA Guidance Manual use standard formulas to characterize noise from rapid transit rail vehicles. Measurements of noise at the existing the existing rail yard are also incorporated into the prediction model.
4. **Evaluate receivers for predicted impact.** The prediction models are used to estimate future noise for each sensitive receiver. Predictions for each receiver are compared to the applicable FTA impact thresholds to identify potential noise impacts.
5. **Evaluate mitigation options.** Mitigation options are evaluated for all sensitive receivers where the predicted noise levels exceed the applicable threshold.

Noise impacts from construction were also assessed using the procedures in the FTA Guidance Manual and the FHWA Roadway Construction Noise Model (RCNM). The method, which allows predictions of construction operation-specific noise levels, along with noise levels from individual pieces of equipment, is explained further in Section 7.0. Actual construction noise levels would depend on the means and methods decided upon by the contractor, which are not available at this time. The predicted construction noise levels are based on hypothetical scenarios developed from similar projects for the purposes of modeling.

3.2 NOISE PREDICTION MODEL

The existing rail yard in this project includes numerous sources of noise. Some of these noise sources will change as a result of the project. As such, noise predictions for the project include all future noise sources, and predicted noise levels are compared to existing with allowable increase criteria applied. The noise sources include all the project elements: turnback tracks, yard tracks, and storage tracks and associated wheel squeal, use of horns, and light maintenance. They also include other noise sources in the area: TPSS unit, yard PA system, maintenance facility and associated HVAC system, washing platform, traffic on Santa Fe Ave., aircraft flyovers, and non-Metro commuter rail (Metrolink and Amtrak). Each of the noise concerns has a subsection below describing how the noise levels are added to the project noise model. Any noise or vibration from the new MOW building (both for construction and operations) is assumed to be negligible and is not included in the predictions; assumptions are based on the distance from the nearest sensitive receiver to the MOW building, entrances being on the east and west sides, shielding of noise due to the 1st Street bridge, and that there will be only internal construction.

3.2.1 Noise from Train Operations

The noise prediction model follows the noise impact assessment methodology for detailed noise predictions presented in the FTA Guidance Manual and incorporates assumptions on operating conditions specific to the project, including speeds, vehicle type and train frequencies.

For well-maintained rail systems, the wheel-rail noise dominates above 25 mph and the noise from propulsion motors, air conditioning and other auxiliary equipment on the vehicles dominate below 25 mph. The noise predictions for this analysis are based on reference noise levels state in FTA Guidance.

The reference levels used for rapid transit trains for this analysis are:

- Sound Exposure Level (SEL) of a one-car train operating at 50 mph on ballast and tie track at a distance of 50 feet: **82 dBA**. (The approximate Lmax is 80 dBA.)
- Train speed: **5 or 20 mph** (5 mph for yard tracks and storage tracks, 20 mph for turnback tracks).
- Train length: **Six cars for all trains**. A six-car consist has been used as the normal train configuration for all noise modeling.
- Noise amplification from crossover frogs: **+10 dB** at a distance of **35 feet** (adjusted by distance)
- Noise amplification from wheel squeal: **+10 dB** applied to yard tracks for 50% of the trains on project yard tracks and 33% on yard tracks leading to the maintenance facility. The percentages are based on observations, estimated track curvature, and estimated number of trains per track.
- Note that it is assumed that the rails and wheels would be maintained in a state of good repair such that noise from rail corrugations and wheels flats would be minimized, and additional noise for these elements is not included in the predictions.

The reference levels used for non-Metro commuter (Metrolink and Amtrak) trains for this analysis are taken from FTA Guidance. The references levels and other assumptions are:

- Sound Exposure Level (SEL) of a one-car train operating at 50 mph on ballast and tie track at a distance of 50 feet: **82 dBA**. (The approximate Lmax is 80 dBA.)
- Sound Exposure Level (SEL) of one locomotive operating at 50 mph on ballast and tie track at a distance of 50 feet: **92 dBA**. (The approximate Lmax is 88 dBA.)
- Train speed: **55 mph** (depending on section and direction, nominal maximum operational speed can range from 45 to 79 mph; applied 55 mph based on actual operations).
- Train length: **1 locomotive and 7.9 cars for all trains**. This is based on Metrolink assumptions in the Gold Line Extension study.

The reference values were used with formulas included in the FTA Guidance Manual to predict the noise levels at each sensitive receiver. The FTA use a descriptor known as the Sound Exposure Level (SEL), which normalizes the sound of an event to a 1-second duration. The principal formulas are:

Calculation of Ldn and hourly Leq from SEL:

$$Ldn = SEL_{ref} + 10 \log(N_{TrainDAY} + N_{TrainNIGHT} \times 10) - 10 \log\left(\frac{Dist}{Dist_{ref}}\right) - 49.4$$

$$Leq(hour) = SEL_{ref} + 10 \log(N_{TrainHOURLY}) - 10 \log\left(\frac{Dist}{Dist_{ref}}\right) - 35.6$$

where:

SEL_{ref} = SEL reference levels, adjusted for speed applying the following:
 speed \geq 25 mph, +20 log (speed/50 mph)
 speed < 25 mph, +2 log (speed/50 mph); corrections are first made to 25

- mph, then from 25 down to actual speed using this adjustment
- $N_{TrainDAY}$ = Number of trains during daytime hours (7 a.m. to 10 p.m.)
- $N_{TrainNIGHT}$ = Number of trains during nighttime hours (10 p.m. to 7 a.m.)
- $N_{TrainHOUR}$ = Number of trains during 1 hour
- $Dist$ = Distance from train tracks to the sensitive receiver
- $Dist_{ref}$ = Reference distance (50 feet)

Also included in the noise prediction calculations are adjustments for ground type (for this project, hard ground is assumed) and shielding due to buildings (for receivers beyond the first row) as described in the FTA Guidance Manual.

The proposed operations for Rapid Transit are shown in Table 3-1, which applies to the yard tracks (other than those leading to the Maintenance Facility) and the storage tracks; Table 3-2, which applies to the yard tracks leading to the Maintenance Facility; and Table 3-3, which applies to the turnback tracks. It is assumed that all Rapid Transit future operations listed in the tables apply only to the project, and in the no-project case, would not apply. The assumed operations for the Metrolink and Amtrak trains are shown in Table 3-4, which is extracted from current schedules.

Table 3-1: Assumed Rapid Transit Operations: Yard Tracks and Storage Tracks

Hours	Number of Moves
3 a.m.-6 a.m.	40
9 a.m.-11 a.m.	24
2 p.m.-3 p.m.	24
7 p.m.-10 p.m.	28
12 a.m.-3 a.m.	12

Table 3-2: Assumed Rapid Transit Operations: Existing Yard Tracks Leading to Maintenance Facility

Hours	Number of Moves
24 hours	70 (equally distributed over 24 hours)

Table 3-3: Assumed Rapid Transit Operations: Turnback Tracks

Hours	Number of Moves (2*round trips)
6 a.m.-9 a.m.	2*90 = 180
3 p.m.-7 p.m.	2*120 = 240

Table 3-4: Assumed Metrolink and Amtrak Operations: West Side of River Only

Hours	Number of Metrolink Trains	Number of Amtrak Trains
5 a.m.-7 a.m.	4 (2/hour)	4 (2/hour)
7 a.m.-8 a.m.	5	2

8 a.m.-9 a.m.	3	2
9 a.m.-11 a.m.	2 (1/hour)	4 (2/hour)
11 a.m.-2 p.m.	0	6 (2/hour)
2 p.m.-3 p.m.	1	2
3 p.m.-5 p.m.	6 (3/hour)	4 (2/hour)
5 p.m.-6 p.m.	3	2
6 p.m.-7 p.m.	3	1
7 p.m.-8 p.m.	1	1
10 p.m.-12 a.m.	0	4 (2/hour)
12 a.m. – 1 a.m.	0	1

3.2.2 Noise from Audible Warnings

For this project, audible warnings for the trains include only horns mounted on the vehicle. This applies to both rapid transit and commuter rail in the project area.

Rapid transit train horns are sounded in the yard prior to vehicle movement. Noise from the horn use at the train yard was included as measured in the vicinity of One Santa Fe Apartments. A representative horn event was extracted to obtain a SEL of 66.1 dBA at 50 feet. See Appendix B for more measurements. To calculate Ldn and Leq values, it was assumed that the train horns would sound with each train movement. The same distances to the rapid transit tracks as was assumed for the trains is applied, and adjustments are made for distance by applying the following equations.

Calculation of Ldn and hourly Leq from SEL:

$$Ldn = SEL_{Horn} + 10 \log(N_{TrainDAY} + N_{TrainNIGHT} \times 10) - 10 \log\left(\frac{Dist}{Dist_{ref}}\right) - 49.4$$

$$Leq(hour) = SEL_{Horn} + 10 \log(N_{TrainHOUR}) - 10 \log\left(\frac{Dist}{Dist_{ref}}\right) - 35.6$$

where:

- SEL_{Horn} = SEL reference level as measured
- $N_{TrainDAY}$ = Number of trains sounding horn during daytime hours
- $N_{TrainNIGHT}$ = Number of trains sounding horn during nighttime hours
- $N_{TrainHOUR}$ = Number of trains sounding horn during 1 hour
- $Dist$ = Distance from the track to the sensitive receiver
- $Dist_{ref}$ = Reference distance (50 feet)

Commuter rail train horns are sounded as they travel through the train yard. The SEL applied for a locomotive horn is 113 dBA, as per FTA Guidance. To calculate Ldn and Leq values, it was assumed that the train horns would sound with each train pass-by event. The same distances to the commuter rail tracks as was assumed for the trains is applied, and adjustments are made for distance by applying the following equations.

Calculation of Ldn and hourly Leq from SEL:

$$Ldn = SEL_{Horn} + 10 \log(N_{TrainDAY} + N_{TrainNIGHT} \times 10) - 15 \log\left(\frac{Dist}{Dist_{ref}}\right) - 49.4$$

$$Leq(hour) = SEL_{Horn} + 10 \log(N_{TrainHOUR}) - 15 \log\left(\frac{Dist}{Dist_{ref}}\right) - 35.6$$

where:

- SEL_{Horn} = SEL reference level for locomotives, assuming horn soundings are directly in front of each receiver (other adjustments apply when this is not the case)
- $N_{TrainDAY}$ = Number of trains sounding horn during daytime hours
- $N_{TrainNIGHT}$ = Number of trains sounding horn during nighttime hours
- $N_{TrainHOUR}$ = Number of trains sounding horn during 1 hour
- $Dist$ = Distance from the tracks to the sensitive receiver
- $Dist_{ref}$ = Reference distance (50 feet)

3.2.3 Ancillary Equipment/Noise

The following ancillary noise sources are included in the noise analysis:

- **TPSS units:** The primary noise sources from the TPSS units are the transformer hum and noise from cooling systems. On most modern TPSS units the transformer hum is minimal, so only the ventilation and cooling system has potential to cause noise impacts. The noise level is assumed to be 50 dBA Leq at 50 feet (limit from any side of a TPSS unit typically included in purchase specifications). Level is adjusted based on distance and other sound propagation effects (ground type and shielding). Continuous operation is assumed 24 hours a day, seven days a week.
- **PA System:** Noise from the PA system at the train yard was included as measured in the vicinity of One Santa Fe Apartments. PA system uses were extracted and averaged to obtain a representative SEL of 71.0 dBA at 50 feet; this is applied to only the receivers in the immediate vicinity, which includes all of One Santa Fe Apartments. To calculate Ldn and Leq values, it was assumed that there were four uses of the PA system per hour (as measured when present) for 24 hours a day, seven days a week. See Appendix B for more information about measured data.
- **Maintenance facility shops and HVAC units on roof:** Noise from the maintenance facility includes the shops and HVAC units on the roof. Each was included as measured at a similar facility. A representative SEL of 58.0 dBA at 50 feet was used for the shops and 65 dBA at 50 feet for the HVAC units. These sources are only applied to receivers with direct line of sight. To calculate Ldn and Leq values, it was assumed that the shops were operating continuously and the HVAC units 50% of the time over 24 hours.
- **Light maintenance:** Noise from light maintenance applies to the storage yard adjacent to the One Santa Fe Apartments. The assumed level was based on a review of power hand tools, and a representative level was calculated by averaging levels from several power hand drills. The SEL applied is 63.4 dBA at 50 feet. To calculate Ldn and Leq values, it was assumed that the light maintenance occurs 5% of the time.
- **Platform car wash:** Noise from a platform car wash applies to the existing storage yard adjacent to the maintenance facility. The assumed level was based on a review of car wash noise and the assumption that the platform light washing is estimated to be 5 dB lower than standard car wash noise. The SEL applied is 70.0 dBA at 50 feet. To calculate Ldn and Leq values, it was assumed that the platform car washing occurs 5% of the time.

3.2.4 Road Traffic Noise

Road traffic noise was included as measured adjacent to Santa Fe Ave. Interfering noise sources (such as train pass-by events and aircraft flyovers) were removed from the data to determine road traffic noise levels from Santa Fe Ave. near SCI-Arc and One Santa Fe Apartments (northern portion of the project), and also near Willow Studios (southern portion of the project). Road traffic noise levels were determined to be 69.6 dBA for the northern portion of the project and 70.3 dBA for the southern portion of the project (loudest hour Leq). The Leq values for non-residential receivers facing Santa Fe Ave were directly added to predicted noise levels for other sources. For residential receivers, whose facades face the rail yard, shielding from the apartment buildings and influence of 1st St traffic were accounted for in the applied traffic noise levels; in addition, a conversion from loudest hour Leq to Ldn was used according to FHWA estimates ($Ldn = Leq + 2$). These traffic Ldn values were then directly added to predicted noise levels for other sources. See Appendix B for more information about measured data.

3.2.5 Aircraft Noise

Aircraft noise was included as measured in the vicinity of One Santa Fe Apartments. Aircraft flyover events were extracted and averaged to obtain a representative SEL of 74.7 dBA for the whole project area. To calculate Ldn and Leq values, it was assumed that there were 15 flyovers per hour (as measured when present), between the hours of 6 am and 11 pm. No adjustments were made for distances. See Appendix B for more information about measured data.

3.2.6 Building Noise Reduction

For the One Santa Fe Apartment buildings, the Final EAF/Initial Study/Mitigated Negative Declaration 2007 report (OSF 2007) requires that the building shell construction, i.e., exterior wall assembly, windows, doors, and roof assembly, shall be designed with a minimum Sound Transmission Class (STC) rating of 35 or as required to meet the interior noise level of 45 dBA. To be conservative, a 30 dB STC was applied to this analysis. Predicted sound levels are shown for both exterior and interior for the apartment building. The actual STC that was implemented needs to be determined if building noise reduction influences mitigation decisions.

3.3 VIBRATION ASSESSMENT APPROACH

The vibration assessment methodology follows the General Vibration Assessment guidelines outlined in the FTA Guidance Manual. The approach for the vibration assessment is similar to the approach for the noise assessment (see Section 3.1) and follows the same basic steps list below:

1. Identify sensitive receivers. Vibration-sensitive land uses along the corridor were identified using the same procedure as the noise analysis. Some buildings were split into multiple sensitive receivers due to their length. The residential land use receivers were the same for both noise and vibration assessments. Predictions for each receiver are based on the distance from the proposed project to the closest sensitive receiver. Appendix C details the receiver locations used in the assessment. Noise-sensitive institutional land uses are also vibration-sensitive. The exception is open spaces such as parks, which are not considered vibration-sensitive land uses. The FTA Guidance Manual does identify vibration-sensitive land uses that are not noise sensitive, such as research laboratories with vibration-sensitive equipment. However, no such land uses exist within the project study area.

2. Develop prediction models. The vibration prediction models are based on level curves (Figure 3-1) developed from generalized data. The vibration prediction models are based on the FTA Guidance Manual's general vibration assessment methodology. The vibration levels at specific buildings are estimated by reading values from the curve and applying adjustments to account for factors such as track support system, vehicle speed, type of building, and track and wheel condition. The general level deals only with the overall vibration velocity level and the A-weighted sound level. It does not consider the frequency spectrum of the vibration or noise.
3. Estimate future vibration levels at the representative receivers. The prediction models were used to predict vibration levels from train operations at all sensitive receivers in the project area. The predictions were compared to the applicable FTA impact thresholds to identify potential vibration impacts.
4. Evaluate mitigation options. Mitigation options were evaluated for all locations where the predicted vibration levels exceed the FTA impact thresholds.

The primary differences between the noise and vibration assessments are

- **Sensitive Receivers:** Outdoor spaces are not considered sensitive to ground-borne vibration. In contrast, outdoor spaces where quiet is important for their intended function are considered noise sensitive. However, the outdoor recreation spaces of One Santa Fe were included in the vibration analysis of this project. For this analysis, the list of sensitive receivers is the same for both noise and vibration.
- **Existing Conditions:** Existing vibration is usually not a consideration when assessing vibration impacts because it is relatively rare for people to be exposed to perceptible groundborne vibration unless they are near a construction site or near roadways with large potholes and heavy vehicles. When doing a detailed analysis, existing vibration is taken into consideration for sensitive receivers located near existing rail operations. Existing vibration is not considered when doing a General Assessment, and therefore existing vibration is not considered here.

Vibration impacts from construction were also assessed using the procedures in the FTA Guidance Manual. Actual construction vibration levels would depend on the means and methods decided upon by the contractor, which are not available at this time. The predicted construction vibration levels in Section 7.0 of this report are based on hypothetical scenarios developed from similar projects for the purposes of modeling.

3.4 VIBRATION PREDICTION MODEL

Localized geologic conditions such as soil stiffness, soil layering and depth to bedrock have a strong effect on groundborne vibration. However, it is difficult to obtain information on subsurface conditions in sufficient detail so that computer models can be used to accurately predict ground vibration. As a result, most detailed predictions of ground vibration are based largely on empirical methods that involve measuring vibration propagation in the soil.

The predictions of groundborne vibration for this study follow the General Vibration Assessment procedure of the FTA Guidance Manual (2006).

The approach for the General Assessment is to define a curve, or set of curves, that predicts the overall groundborne vibration as a function of distance from the source, then apply adjustments to these curves to account for factors such as vehicle speed, building type, and receiver location within the building. The General Assessment vibration level curves as a function of distance are shown in Figure 3-1. For this

project, the Rapid Transit curve is applied. The predicted vibration levels are compared to vibration criteria to determine whether there is impact and whether mitigation or further detailed study is required.

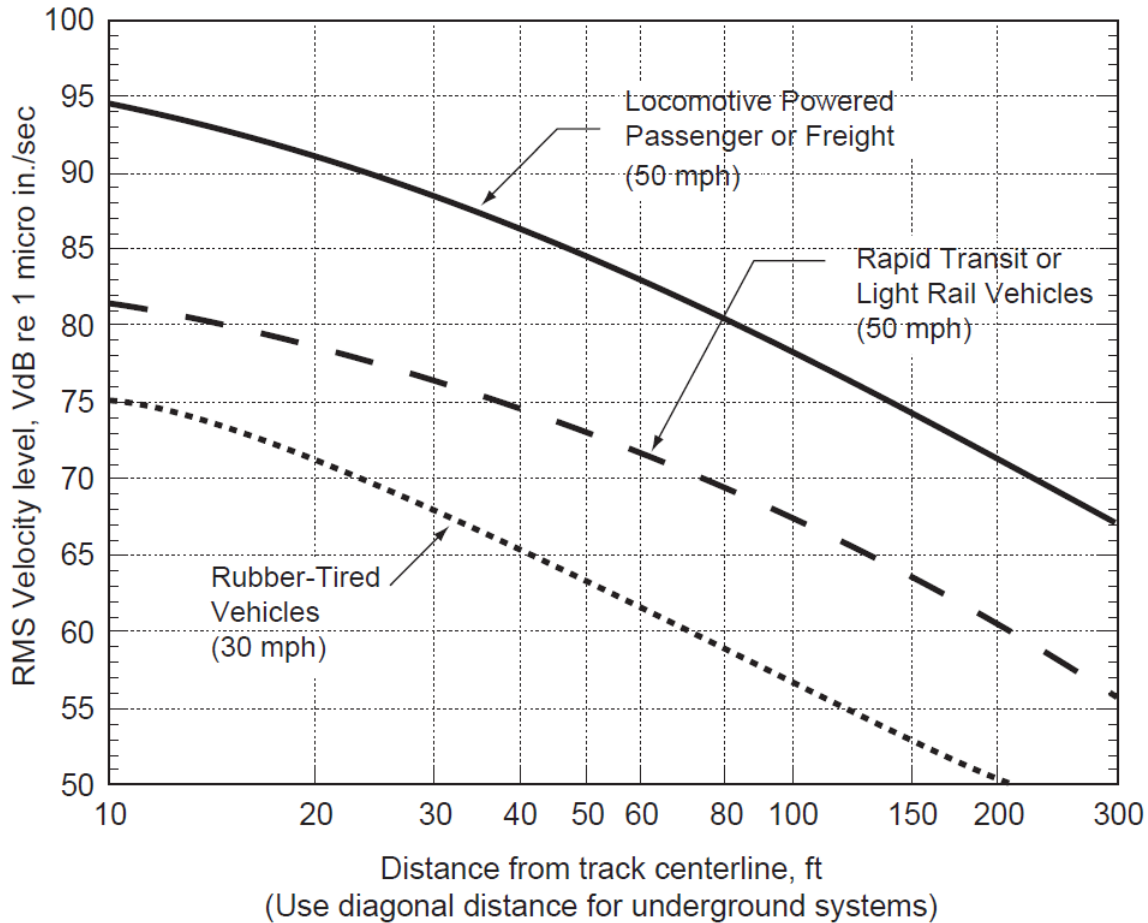


Figure 3-1: FTA Generalized Vibration Curves – Vibration Level as a Function of Distance
(Source: Figure 10-1 in FTA 2006)

3.4.1 Adjustments of Level for Prediction Model

After determining the predicted vibration level from the FTA curves, the following adjustments were incorporated into the prediction model to estimate vibration levels in occupied spaces of buildings:

- **Speed Adjustment:** FTA Curves represent a train traveling at 50 mph. Adjustments to other speeds are made using $20 \cdot \log(\text{speed}/50\text{mph})$.
- **Special Trackwork:** The additional vibration at special trackwork was accounted for by adding 10 decibels to the predicted vibration levels when the special trackwork frog would be located less than 50 feet from a sensitive receiver. At distances greater than 50 feet, the additional vibration from crossovers is assumed to decay at a rate of $15 \cdot \log(\text{dist}/50 \text{ feet})$ (decay rate based on measured vibration propagation).

- **Theoretical Coupling Loss and Floor Amplification:** For 3-4 story masonry buildings, the FTA Guidance Manual suggests -10 dB adjustment for coupling between the building and the foundation. The manual also suggests a +6 dB adjustment for floor amplification and -2 dB per floor for floor-to-floor attenuation up to five floors above grade. At One Santa Fe the 3rd floor is the lowest floor with residences, which would lead to a net adjustment of -10 dB at that floor. Therefore, a -10 dB adjustment is applied to account for coupling loss and floor amplification for the One Santa Fe building in the prediction model. No adjustment was made for other buildings.
- **Building Amplification Safety Factor:** It is not feasible to consider each receiver individually without a considerable amount of additional measurements. Therefore, to account for potential amplification effects from buildings and other possible sources of error in the predictions, a safety factor of +5 dB was added to the predicted vibration level. This is a conservative approach, ensuring that in the majority of cases the predicted vibration levels are higher than what would occur after the proposed project is operational.

3.4.2 Converting Vibration to Groundborne Noise

Under the General Assessment methodology, vibration is converted to A-weighted groundborne noise based on general guidelines which classify the frequency characteristics in three groups: Low Frequency, Typical, and High Frequency, with each designation corresponding to an adjustment to the vibration level curve as described above. For most surface tracks Low Frequency is appropriate, but to be conservative, this analysis uses the Typical group and a -35 dB adjustment is made to the general vibration level curve.

4.0 AFFECTED ENVIRONMENT

Noise and vibration sensitive receivers were identified using the FTA Guidance Manual’s definitions of noise- and vibration-sensitive land uses. Existing noise-sensitive receivers in the project area consist of multi-family residences and associated outdoor recreational areas, a school, and a film studio. A full list of sensitive receivers can be found in Appendix C. The list includes receivers potentially sensitive to train noise and vibration, as well as noise from related facilities (maintenance facility, TPSS unit, etc.). The one indoor residential land use in the project area is One Santa Fe Apartments, two multi-family residence buildings divided into different receiver groupings by similar noise environments, where many of the dwelling units are facing the train facilities. The school building is the Southern California Institute of Architecture (SCI-Arc), one long building across the street from the apartments, also divided into multiple receivers by similar noise environments. The last receiver is Willow Studios (film studios).

Ambient noise in the project area was established by noise measurements. The purpose of the noise measurements was to document the existing noise environment and to develop baseline data for assessing the potential noise impacts resulting from the project. To characterize the noise at One Santa Fe Apartments, data were collected in November 2016 by AECOM (AECOM 2016), as part of their noise analysis for the area. The data collection included two long-term (24-hour) noise measurements (LT-1, LT-2) and two short-term (10-20 minutes representing 1 hour) noise measurements (ST-1, ST-2). The AECOM data are applied to this study. For the other receivers (school and studio), ATS Consulting conducted two short-term (2-hour) noise measurements (ST-3, ST-4).

More details about the measurements can be found in Appendix B. A map of measurement locations in relation to sensitive receivers is shown in Figure 4-1 and Figure 4-2 and Appendix C.

The results of the noise measurements can be found in Appendix B. The established existing noise levels for each sensitive receiver are shown in Table 4-1. Details on noise metrics used in this section can be found in Appendix A. The noise sources at One Santa Fe Apartments are: train operations, yard noise, aircraft overflights, and traffic on One Santa Fe, as observed by AECOM. The noise sources at SCI-Arc are: traffic on One Santa Fe, aircraft overflights, and train operations. The noise sources near Willow Studios are: traffic on One Santa Fe, aircraft overflights, and train operations.

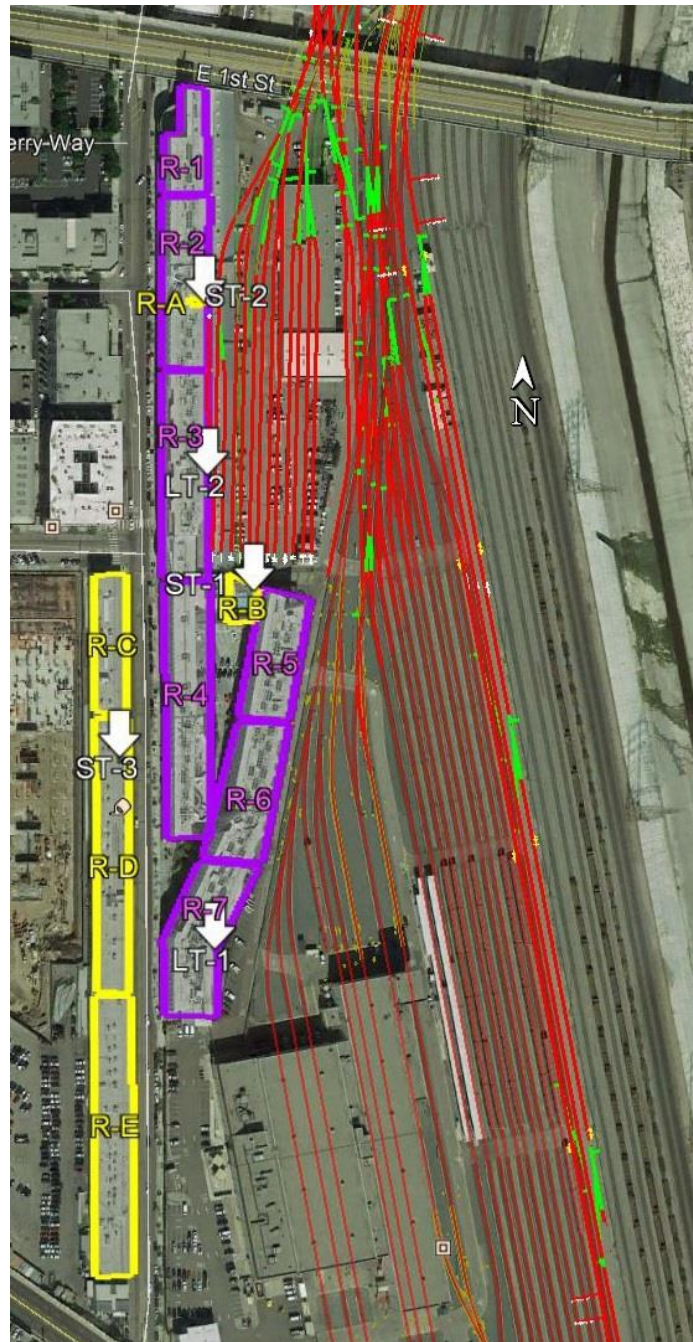


Figure 4-1: Measurement Locations in Relation to Sensitive Receivers (Northern Portion)



Figure 4-2: Measurement Locations in Relation to Sensitive Receivers (Southern Portion)

Table 4-1: Summary of Existing Noise at Sensitive Receivers

Sensitive Receiver		Applicable Measurement Site	Loudest Hour Leq (dBA)	Ldn (dBA)	CNEL (dBA)
ID	Location				
R-1	One Santa Fe (north bldg - north end)	LT-2	62	68	69
R-2	One Santa Fe (north bldg - mid)	LT-2	62	68	69
R-3	One Santa Fe (north bldg - south end)	LT-2	62	68	69
R-4	One Santa Fe (north bldg - south end, shielded)	LT-2	62	68	69
R-5	One Santa Fe (south bldg - north end)	LT-1	61	65	66
R-6	One Santa Fe (south bldg - mid)	LT-1	61	65	66
R-7	One Santa Fe (south bldg - south end)	LT-1	61	65	66
R-A	One Santa Fe, BBQ	ST-2	62	NA	NA
R-B	One Santa Fe, Pool/Spa	ST-1	59	NA	NA
R-C	Sci-Arc, 360 E 3rd St (north end)	ST-3	70	NA	NA
R-D	Sci-Arc, 360 E 3rd St (center)	ST-3	70	NA	NA
R-E	Sci-Arc, 360 E 3rd St (south end)	ST-3	70	NA	NA
R-F	Willow Studios, 1350 Palmetto St	ST-4	76	NA	NA

Source: AECOM 2016 data (AECOM 2016) and ATS Consulting 2017 data. See Appendix B for more details.

^a For this study, it is assumed that CNEL is the same value as Ldn. In support of this, 24-hours measurements of existing noise show CNEL to be within 0.3 dB of Ldn values, as shown in Table B-1 in Appendix B.

5.0 ENVIRONMENTAL CONSEQUENCES AND IMPACTS

5.1 OPERATIONS NOISE IMPACTS

This section provides results for the impact analysis for noise from the rapid transit operations and related noise sources. Where impacted, suggestions for mitigating noise are provided in Section 6.0.

5.1.1 No Project

There is no predicted change in the noise or vibration levels for the future without project conditions; therefore, the noise levels would not exceed the CEQA significance thresholds.

The Link US Through-Tracks is the Related Project with the most potential to affect cumulative noise levels at the east side of OSF. Other Related Projects are not in the direct line-of-site of OSF impacts (e.g., projects located within the Arts District) or do not include significant sources of operational noise (e.g., LA River Restoration). Link US proposes to improve rail connectivity by constructing new run-through tracks over the US-101 Freeway. Link US would also be constructed to accommodate the California High Speed Rail through Union Station. New tracks associated with Link US would connect to existing tracks east of OSF. It is not anticipated that Link US would affect OSF or other sensitive receivers based on distance (being approximately 500 feet away or further) and the existing baseline background of commuter and freight train noise. In addition, given funding and construction uncertainty, Metro considers the implementation of the High Speed Rail to be speculative and it is not included in a detailed noise analysis of cumulative conditions for the Proposed Project.

5.1.2 Proposed Project

Project area noise-sensitive land uses for FTA Categories 1, 2, and 3 are listed and seen in Section 4.0 and Appendix C. The noise predictions are based on the closest part of each building or portion of building that is closest to the tracks.

Table 5-1 presents the predicted noise levels from train operations for all receivers. Category 2 land uses are multi-family residences. Category 1 land use is a film studio, and Category 3 land uses are a school and outdoor recreation areas for multi-family residences.

The columns in the tables provide the following information:

- **ID:** Sensitive receiver identification number. The location of each sensitive receiver cluster is presented in the maps in Appendix C.
- **Desc.:** Describes the type of land use.
- **Near Track Dist.:** Distance in feet from the near track centerline to the closest part of the noise-sensitive building. Appendix C provides more information on the applicable track type and distance.
- **Existing:** Estimated existing noise level (Ldn for Category 2, Leq for Categories 1 and 3) at each sensitive receiver based on the existing noise measurement results.
- **Predicted:** Predicted future exterior Ldn/CNEL (assumed equivalent – see footnote) or Leq from all noise sources in the project area. This includes rapid transit train noise from the various track types (with horn use); commuter rail train noise (with horn use); additional noise from special trackwork and wheel squeal; a TPSS unit; PA system; Maintenance Facility noise, including the HVAC system on the roof; platform car wash; storage area light maintenance; road traffic noise; and aircraft noise. For each noise source, receivers out to a distance of 350 feet were evaluated. Interior predictions are also

provided, based on a building noise reduction of 30 dBA, as presumed to be applied to the One Santa Fe Apartments.

- **Allowable Increase:** The FTA allowable decibel increases from existing noise, for moderate and severe impact, are based on the existing noise levels.
- **Number of Impacts:** The number of dwelling units within each sensitive receiver where the predicted noise levels exceed the Moderate (Mod.) and Severe impact allowances. Note that the number of units for One Santa Fe Apartments has yet to be determined.

Following is a summary of the noise impact assessment of the proposed project (the causes of impacts and recommended mitigation are described for each potentially impacted receiver in Section 6.1):

- For Category 2 land uses, there are two moderate impacts and three severe impacts according to FTA thresholds. The impacts represent most sections of the One Santa Fe Apartments. The severe impacts are in sections of the buildings near tracks with curvature and special trackwork; this includes the northern two sections of the north building (IDs R-1 and R-2) and the north section of the south building (ID R-5). The moderate impacts are in the southern two sections of the south building (IDs R-6 and R-7). Only FTA severe impacts are considered impacts under CEQA. For the Category 2 land use, a separate analysis showed no impact from TPSS noise per LA Metro design criteria; TPSS noise at R-1 and R-2, the only receivers in the vicinity, was 51 dBA and 46 dBA, respectively, which are well below the 5 dB below ambient (68-5=63 dBA) criteria.

Assuming a building noise reduction of 30 dB as described in Section 3.2.6, with windows and doors closed, none of these sensitive receivers would be impacted, since the predicted interior noise levels are less than 45 dBA CNEL, the Los Angeles Building Code requirements.

- For Category 3 land uses, there is one moderate impact predicted. The impact represents the outdoor common use barbeque area of the One Santa Fe Apartments (ID R-A). This is not considered an impact under CEQA.
- There are no impacts predicted for the One Santa Fe Apartments pool/spa area (ID R-B), Southern California Institute of Architecture (ARC-Sci, IDs R-C, R-D, and R-E), and Willow Studios (ID R-F).

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Table 5-1: Summary of Predicted Noise Impacts

ID ^a	Desc. ^b	Near Track Dist. (ft) ^c	Sensitive Receiver Location	Metric Applied	Noise Level (dBA)				# of Impacts ^f	
					Existing ^d	Predicted ^{d,e}	Allowable Increase			
							Mod.	Severe	Mod.	Severe
R-1	MF	120	One Santa Fe (north bldg - north end)	Ldn/CNEL ^g	68	72 / 42	1.2	3.1	--	TBD
R-2	MF	85	One Santa Fe (north bldg - mid)	Ldn/CNEL ^g	68	72 / 42	1.2	3.1	--	TBD
R-3	MF	80	One Santa Fe (north bldg - south end)	Ldn/CNEL ^g	68	67 / 37	1.2	3.1	--	--
R-4	MF	105	One Santa Fe (north bldg - south end, shielded)	Ldn/CNEL ^g	68	66 / 36	1.2	3.1	--	--
R-5	MF	50	One Santa Fe (south bldg - north end)	Ldn/CNEL ^g	65	69 / 39	1.4	3.6	--	TBD
R-6	MF	50	One Santa Fe (south bldg - mid)	Ldn/CNEL ^g	65	69 / 39	1.4	3.6	TBD	--
R-7	MF	65	One Santa Fe (south bldg - south end)	Ldn/CNEL ^g	65	69 / 39	1.4	3.6	TBD	--
R-A	REC	85	One Santa Fe, BBQ	Leq	60	69	4.6	9.0	Common area	--
R-B	REC	60	One Santa Fe, Pool/Spa	Leq	59	64	4.9	9.4	--	--
R-C	SC	215	SCI-Arc, 360 E 3rd St (north end)	Leq	70	70	2.8	6.0	--	--
R-D	SC	260	SCI-Arc, 360 E 3rd St (center)	Leq	70	70	2.8	6.0	--	--
R-E	SC	260	SCI-Arc, 360 E 3rd St (south end)	Leq	70	70	2.8	6.0	--	--
R-F	ST	410	Willow Studios, 1350 Palmetto St	Leq	76	71	0.3	2.1	--	--

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ID ^a	Desc. ^b	Near Track Dist. (ft) ^c	Sensitive Receiver Location	Metric Applied	Noise Level (dBA)				# of Impacts ^f	
					Existing ^d	Predicted ^{d, e}	Allowable Increase			
							Mod.	Severe	Mod.	Severe

^a ID identifies sensitive receivers as shown Table C-1 in Appendix C. Refer to Table C-1 in Appendix C for indications of special trackwork for each receiver; the special trackwork increases noise levels.

^b MF = multifamily, REC = recreational, SC = school, ST = film studio.

^c Refer to Table C-1 in Appendix C regarding tracks to which this distance applies.

^d FTA requires reporting a rounded whole number. The increase from existing to predicted is actually calculated as a decimal, and impacts are based on decimal-based increases compared to allowable increases, not the difference in rounded values.

^e For OSF residences, a building noise reduction of 30 dB is applied, and the interior noise assuming windows and doors closed is also presented. The limit for interior noise is 45 dBA CNEL.

^f Number of Impacts. This is a count of the number of properties/units represented for each potentially impacted sensitive receiver. The number of units for One Santa Fe Apartments has yet to be determined.

^g For this study, it is assumed that CNEL is the same value as Ldn. In support of this, 24-hours measurements of existing noise show CNEL to be within 0.3 dB of Ldn values, as shown in Table B-1 in Appendix B. FTA impacts are indicated in these columns.

5.2 OPERATIONS GROUNDBORNE VIBRATION AND NOISE IMPACT

This section provides results for the impact analysis for groundborne vibration and noise from the maintenance yard operations.

5.2.1 No Project

There is no predicted change in the noise or vibration levels for the future without project conditions; therefore, the vibration levels would not exceed the CEQA significance thresholds.

As with noise, other projects are not expected to affect vibration levels at the sensitive receivers for this project.

5.2.2 Proposed Project

As discussed in Section 2.3, the FTA Guidance Manual provides two criteria for assessing vibration impacts. The first criterion is based on the overall vibration velocity level and is intended for use with a General Assessment. The FTA indicates that the second criterion is intended for use with a Detailed Assessment when vibration propagation testing has been performed and the predictions include the vibration spectrum. For this reason, only the first criterion was assessed in this analysis. All groundborne vibration and groundborne noise impacts are defined in the interior of occupied spaces. There are no criteria defined for exterior spaces, such as parks and residential yards, but the outdoor recreation spaces of One Santa Fe were included in this analysis for the sake of completeness.

The key thresholds applicable to the Division 20 Portal Widening Project are a maximum vibration level of 72 VdB for Category 2 (residential), 78 VdB for Category 3 (institutional) land uses, and 65 VdB for recording studios. The thresholds apply to the overall L_{max} vibration level and an impact would occur if this level exceeds those thresholds for receivers of the applicable type. (Note that no vibration Category 1 properties exist in the project area, which would include vibration-sensitive research and manufacturing, hospitals with vibration-sensitive equipment and university research operations.)

Limits are also set by FTA for maximum groundborne noise: 35 dBA for Category 2, 40 dBA for Category 3, and 25 dBA for recording studios. Groundborne noise radiates off the structure and is caused directly by groundborne vibration.

The vibration predictions are presented in

Table 5-2 for all receivers. The data presented in the table includes:

- **ID:** Sensitive receiver identification number. The location of each sensitive receiver cluster is presented in the maps in Appendix C.
- **Desc.:** Describes the type of land use.
- **Near Track Dist.:** Distance in feet from the near track centerline to the facade of the closest vibration-sensitive building. Appendix C provides more information on the applicable track type and distance.
- **Groundborne Vibration:** The predicted level of light rail vibration in VdB. This value is compared to the FTA General Assessment criteria to determine impact.
- **Groundborne Noise:** Predicted groundborne noise in dBA based on overall vibration level.
- **GBV Limit:** Limit for groundborne vibration. This limit is typically 72 VdB for residential receivers and 78 VdB for institutional receivers (this appears in the FTA Guidance Table 8-3 for

daytime use facilities). The Willow Studios were assessed using the recording studio limit of 65 VdB.

- **GBN Limit:** Receiver-specific limit for groundborne noise, in dBA. This limit is based on the FTA limits.
- **GBV Impact:** Indicates “Y” for yes as to whether the predicted levels exceed the applicable General Assessment criterion, given in column “GBV Limit.”
- **GBN Impact:** Indicates “Y” for yes as to whether the predicted levels exceed the applicable limit set for each receiver. The limit for each receiver is given in column “GBN Limit.”

As shown in

Table 5-2, no groundborne vibration or noise impacts are predicted using FTA methods/limits at any sensitive receivers.

Table 5-2: Summary of Predicted Vibration Impacts

ID ^a	Desc. ^b	Near Trac k Dist. (ft) ^c	Sensitive Receiver Location	Ground- borne Vibration (VdB)	Ground- borne Noise (dBA)	GBV Criter- ia (VdB)	GBN Criter- ia (dBA)	GBV Im- pact	GBN Im- pact
R-1	MF	65	One Santa Fe (north bldg - north end)	53	18	72	35	--	--
R-2	MF	10	One Santa Fe (north bldg - mid)	67	32	72	35	--	--
R-3	MF	10	One Santa Fe (north bldg - south end)	67	32	72	35	--	--
R-4	MF	60	One Santa Fe (north bldg - south end, shielded)	48	13	72	35	--	--
R-5	MF	40	One Santa Fe (south bldg - north end)	60	25	72	35	--	--
R-6	MF	40	One Santa Fe (south bldg - mid)	60	25	72	35	--	--
R-7	MF	40	One Santa Fe (south bldg - south end)	60	25	72	35	--	--
R-A	REC	10	OSF BBQ Area	67	32	78	40	--	--
R-B	REC	40	OSF Pool Area	51	16	78	40	--	--

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ID^a	Desc. _b	Near Track Dist. (ft)^c	Sensitive Receiver Location	Ground- borne Vibration (VdB)	Ground- borne Noise (dBA)	GBV Criter- ia (VdB)	GBN Criter- ia (dBA)	GBV Im- pact	GBN Im- pact
R-C	SC	150	SCI-Arc, N End	53	18	78	40	--	--
R-D	SC	230	SCI-Arc, Middle	53	18	78	40	--	--
R-E	SC	230	SCI-Arc, S End	53	18	78	40	--	--
R-F	ST	410	Willow Studios (film)	53	18	65	25	--	--

^a ID identifies sensitive receivers as shown Table C-1 in Appendix C. Refer to Table C-1 in Appendix C for indications of special trackwork for each receiver; the special trackwork increases vibration levels.

^b MF = multifamily, REC = recreational, SC = school, ST = film studio.

^c Refer to Table C-1 in Appendix C regarding tracks to which this distance applies.

6.0 MITIGATION MEASURES

6.1 PROJECT OPERATIONS NOISE MITIGATION

Table 6-1 summarizes predicted noise limit exceedances and mitigation recommendations for each potentially impacted sensitive receiver applying the FTA limits. Predicted impact exceedance is shown as the amount above a severe impact level and moderate impact level. Also shown in the table are the primary causes of the impact.

For the northern building of the One Santa Fe Apartments, the sections of the building potentially impacted under CEQA are R-1 and R-2. The primary causes of the impact are wheel squeal and noise from wheels crossing over gaps in standard frogs for the yard tracks leading into the storage yard adjacent to the apartments and those passing under the bridge heading toward the Maintenance Facility. Although lubrication applied to the track would help to address wheel squeal, this mitigation option is not feasible for this project. The recommended mitigation is to install low-impact frogs in the OSF-adjacent storage yard and in any yard tracks within a 200-foot radius of the northern portion of the northern building (R-1). Using low-impact frogs would remove the northern building impacts. The type of low-impact frogs typically used in yards are flange-bearing frogs, monoblock frogs, or conformal top rail bound manganese (RBM) frogs; refer to Appendix D for more information. For these receivers, a separate analysis showed no impact from TPSS noise per LA Metro design criteria.

For the southern building of the One Santa Fe Apartments, one section of the building is potentially impacted under CEQA: R-5. The primary causes of the impact are wheel squeal and noise from wheels crossing over gaps in standard frogs for the yard tracks leading into the Maintenance Facility. Although lubrication applied to the track would help to address wheel squeal, this mitigation option is not feasible for this project. The recommended mitigation is to install low-impact frogs in the existing yard tracks that lead to the Maintenance Facility and in new yard tracks within a 200-foot radius of the northern portion of the southern building (R-5). Using low-impact frogs (including replacing existing ones) would result in no impacts. The type of low-impact frogs typically used in yards are flange-bearing frogs, monoblock frogs, or conformal top rail bound manganese (RBM) frogs; refer to Appendix D for more information.

For all predictions and mitigation recommendations, it is assumed that the track and wheels would be maintained in a state of good repair (that is, rail corrugations and wheel flats would be minimized through maintenance procedures—rail grinding and wheel truing).

If it can be verified that a building noise reduction of at least 30 dB applies to the One Santa Fe Apartments, mitigation would not be required for R-1, R-2, and R-5, based on an interior noise limit of 45 dBA CNEL. Both the OSF Final EAF/Initial Study/Mitigated Negative Declaration (OSF 2007) and the Exterior Noise Impact Report [OSF NOISE 2008] indicate that a building noise reduction of 30 dB may have been used for construction of the building, however, this would need to be verified with the architect. Assuming no impacts for the interior, noise for the exterior apartment balconies was analyzed. It was determined that there could be potential noise impacts for these spaces without mitigation. However, the low-impact frogs installed as recommended for R-1, R-2, and R-5 would mitigate these impacts. As an alternative to low-impact frogs, transparent noise barriers could be placed on the affected apartment balconies to reduce the noise below impact level.

Table 6-1: Summary of Recommended Noise Mitigation

ID ^a	Desc. ^b	Sensitive Receiver Location	Impact Exceedance ^c		Recommended Mitigation
			(dB)	Primary Causes	
R-1	MF	One Santa Fe (north bldg - north end)	0.7 sev 2.6 mod	Wheel squeal; standard frog impacts ^d	Low-impact frogs
R-2	MF	One Santa Fe (north bldg - mid)	0.7 sev 2.6 mod	Wheel squeal; standard frog impacts ^d	Low-impact frogs
R-5	MF	One Santa Fe (south bldg - north end)	0.4 sev 2.7 mod	Wheel squeal; standard frog impacts ^e	Low-impact frogs

^a ID identifies sensitive receivers as shown Table C-1 in Appendix C. Refer to Table C-1 in Appendix C for indications of special trackwork for each receiver; the special trackwork increases noise levels.
^b MF = multifamily, REC = recreational.
^c Exceedances are shown as the value above the FTA severe and moderate limits.
^d Yard tracks leading into the storage yard adjacent to OSF Apartments and other yard tracks in the vicinity (within 200 feet of R-1).
^e Yard tracks leading into the Maintenance Facility, including existing and new track within 200 feet of (R-5).

6.2 PROJECT OPERATIONS VIBRATION MITIGATION

No vibration potential vibration impacts are predicted for any of the sensitive receivers in the project area. Therefore, no vibration mitigation measures are recommended.

7.0 CONSTRUCTION NOISE AND VIBRATION IMPACT EVALUATION

This section explores the noise and vibration generated by construction activities for the Div. 20 Portal Widening/Turnback Facility Project. Appropriate limits for construction noise and vibration are determined through a review of applicable regulations, and the limits applied to this project are described below. Predictions of the noise and vibration levels at each nearby sensitive receiver are then compared to those limits. Mitigation measures are recommended for areas where levels are expected to exceed the limits. Detailed information on the construction noise and vibration predictions is available in Appendix E.

In summary, the proximity of the proposed storage tracks to the One Santa Fe apartment complex will make it difficult to keep noise and vibration levels acceptably low during certain construction operations. In particular, large noise and vibration exceedances are expected when the building and concrete parking lot adjacent to One Santa Fe are being demolished. Assuming contractors use the equipment outlined in the following section, it is unlikely that any typical mitigation measures would fully eliminate the intrusion that this demolition would cause residents, and therefore less conventional measures are called for. This could include temporarily relocating residents to a hotel.

Before operations begin, the contractor should create a Noise Control Plan outlining the operations that will take place as well as the equipment which will be used for each operation, per Metro Requirement 01 56 19—Construction Noise and Vibration Control (hereafter referred to as LA Metro Specifications). The Noise Control Plan will be updated at three month intervals, or upon any major change in work schedule, construction methods, or equipment operations not included in the most recent Plan.

7.1 CONSTRUCTION NOISE REGULATIONS

The use of heavy equipment during project construction has the potential to result in substantial increases in local noise levels along the corridor. The noise limits applied combine FTA limits and the City of Los Angeles Municipal Code time limitations as per LA Metro. The combined limitations are shown in Table 7-1.

The FTA Guidance Manual recommends using local construction noise limits, if possible, and also provides reasonable criteria for assessing construction noise. Per Chapter 12 of the FTA guidance manual, a potential impact could occur from construction noise if the noise level exceeds the general assessment limits listed in Table 7-1. These limits are for the combined noise level in one hour from the two noisiest pieces of equipment, assuming they both operate at the same time. To assess this, construction operations relevant to this project are evaluated, where each type of equipment related to the operation is included with the appropriate usage factor to get a combined noise level that represents one hour of operations. The FTA guidance also includes detailed assessment criteria using the eight-hour Leq and the 30-day average Ldn. The detailed analysis requires very specific information including the specific equipment in use at any given time, horsepower, and precise duration of activities. The analysis is based on the equipment that is likely to be used during the noisiest periods of construction, along with their measured sound levels at a distance of 50 feet. This level of detail was not available during the Draft EIR phase of the planning process, so the impact determination for construction noise is based on the FTA general assessment guidelines set forth above.

The City of Los Angeles Municipal Code Chapter IV - Section 41.40 contains restrictions for when construction activities may take place. The code prohibits construction activities before 7:00 AM and after 9:00 PM on weekdays. Construction activities are prohibited before 8:00 AM and after 6:00 PM on Saturdays and holidays, and are prohibited during all hours on Sundays. The time restrictions apply to land developed with residential buildings. These time restrictions shall not apply if a written application is

submitted to the Executive Director of the Board of Police Commissioners and a variance is approved. Since the LA Municipal Code is the most restrictive regarding when construction activities may take place on weekends (Saturdays and Sundays), the hourly limitations listed in the LA Municipal Code for those days apply to this project and are included in Table 7-1.

Table 7-1: Construction Noise Limits for the Div. 20 Portal Widening/Turnback Facility Project

Land Use	One-hour Leq Day (dBA)	One-hour Leq Night (dBA)
Residential	90	80
Commercial	100	100
Industrial	100	100
Construction activities are prohibited before 7 AM and after 9 PM on weekdays, before 8 AM and after 6 PM on Saturdays and holidays, and during all hours on Sundays, unless a variance is approved.		
(Source: FTA Guidance, Section 12.1.3, 2006 and LAMC)		

The LA Metro (METRO 2012) requires the completion of a Noise Control Plan, which outlines procedures to reduce the impact that construction noise will have on areas near the construction site. Within 180 days prior to the start of construction, the contractor must submit the name and qualifications of the Acoustical Engineer responsible for preparing and overseeing the implementation of the Noise Control Plan to LA Metro or its designee. The minimum requirements for the acoustical engineer are available in section 3.02 of the LA Metro Specifications.

A Noise Control Plan must be submitted to LA Metro no later than 100 days prior to the start of construction. The Noise Control Plan must include the following information for nighttime construction activities that may take place at the construction site: a site drawing, an inventory of equipment, and calculations of the Lmax and one-hour Leq noise levels expected at the nearest receiver. Any equipment that will operate during nighttime hours for greater than 5 days must be tested for compliance with noise emission limits in LA Metro Specifications Table 3. Tables 4-5 and Figures 1-4 of the LA Metro Specifications provide forms that may be used to compile and present the data in the Noise Control Plan. An updated Noise Control Plan must be completed and submitted within 10 days of the start of each quarterly period, or whenever there is a major change in work schedule, construction methods, or equipment operations that was not included in the most recent plan.

In addition to the Noise Control Plan, the contractor’s Acoustical Engineer must submit a Noise Monitoring Plan to LA Metro within 45 days of the notice to proceed. The Noise Monitoring Plan must include the following information for all daytime and nighttime construction activities that may take place at the construction site: planned construction activities, noise monitoring locations, equipment, procedures, schedule of measurements, and reporting methods to be used. Results from the measurements must be submitted to LA Metro on a weekly basis, or any time the measured noise levels exceed the allowable limits. Figure 2 of the LA Metro Specifications is the form that should be used when presenting the results of noise measurements.

7.2 CONSTRUCTION NOISE IMPACTS

Construction noise levels depend on the number of active pieces and type of equipment, their general condition, the amount of time each piece operates per day, the presence or lack of noise-attenuating

features such as walls and berms and the location of the construction activities relative to the sensitive receivers. The majority of these variables are left to the discretion of the construction contractor selected as the project approaches the construction phase.

Two demolition and three construction operations are assumed when estimating the noise generated for this project. Construction operations are segregated into multiple phases, separating equipment that will not be used concurrently to avoid an overestimation of the noise generated. The operational groupings are listed here:

1. Demolition of the yard buildings (south of 1st Street and east of One Santa Fe)
2. Demolition of the concrete parking (lot south of 1st Street and east of One Santa Fe)
3. Construction of an asphalt access road
 - a. Phase 1 – Preparation of land
 - b. Phase 2 – Laying of asphalt
4. Construction of storage tracks
 - a. Phase 1 – Preparation of land and railroad ties
 - b. Phase 2 – Installation of ballast and rail
5. Construction of yard tracks
 - a. Phase 1 – Preparation of land and railroad ties
 - b. Phase 2 – Installation of ballast and rail

The equipment that is likely to be used during the noisiest periods of construction, along with their measured sound levels at a distance of 50 feet, are listed in Table 7-2. Reference noise levels and usage factors for these pieces of equipment are collected from the Federal Highway Administration’s Roadway Construction Noise Model (RCNM). The breakdown of equipment assumed for each phase of construction, as well as noise levels for individual pieces of equipment at each receiver are available in Appendix E.

Table 7-2: Construction Noise by Equipment Piece at 50 feet

Equipment Description	Source Usage Factor (% time under full load)	L_{max} Sound Level at 50 ft (dBA)
Backhoe	40	78
Compactor (ground)	20	83
Concrete Saw	20	90
Dozer	40	82
Drum Mixer	50	80
Dump Truck	40	76
Excavator	40	81
Front End Loader	40	79
Grader*	40	85
Grapple (on backhoe)	40	87

Equipment Description	Source Usage Factor (% time under full load)	Lmax Sound Level at 50 ft (dBA)
Hydra Break Ram*	10	90
Jackhammer	20	89
Mounted Impact Hammer (hoe ram)	20	90
Pavement Scarafier	20	90
Paver	50	77
Roller	20	80
Scraper	40	84
Shears (on backhoe)	40	96
Welder / Torch	40	74
* Value taken from equipment specifications. Other values are from measured data. (Source: FHWA RCNM)		

For construction operations, two noise metrics are evaluated: Lmax (maximum level reached during specified time period or operation) and Leq (average level during a specified time period or operation). For this analysis, Lmax is shown just for reference, and Leq is compared to the FTA daytime limits to determine potential impacts. Predicted noise levels are shown first as plots as a function of distance, and second in tables with noise levels predicted for each sensitive receiver.

Figure 7-1 and Figure 7-2 respectively show the Leq and Lmax vs distance for equipment that is likely to be used during construction and demolition. Each figure has been separated into two graphs for clarity, and the legend lists the equipment with the highest noise generating equipment at the top and lowest at the bottom. These figures can be used to determine the distance from the receiver that a piece of equipment needs to be in order to fall below a particular noise level.

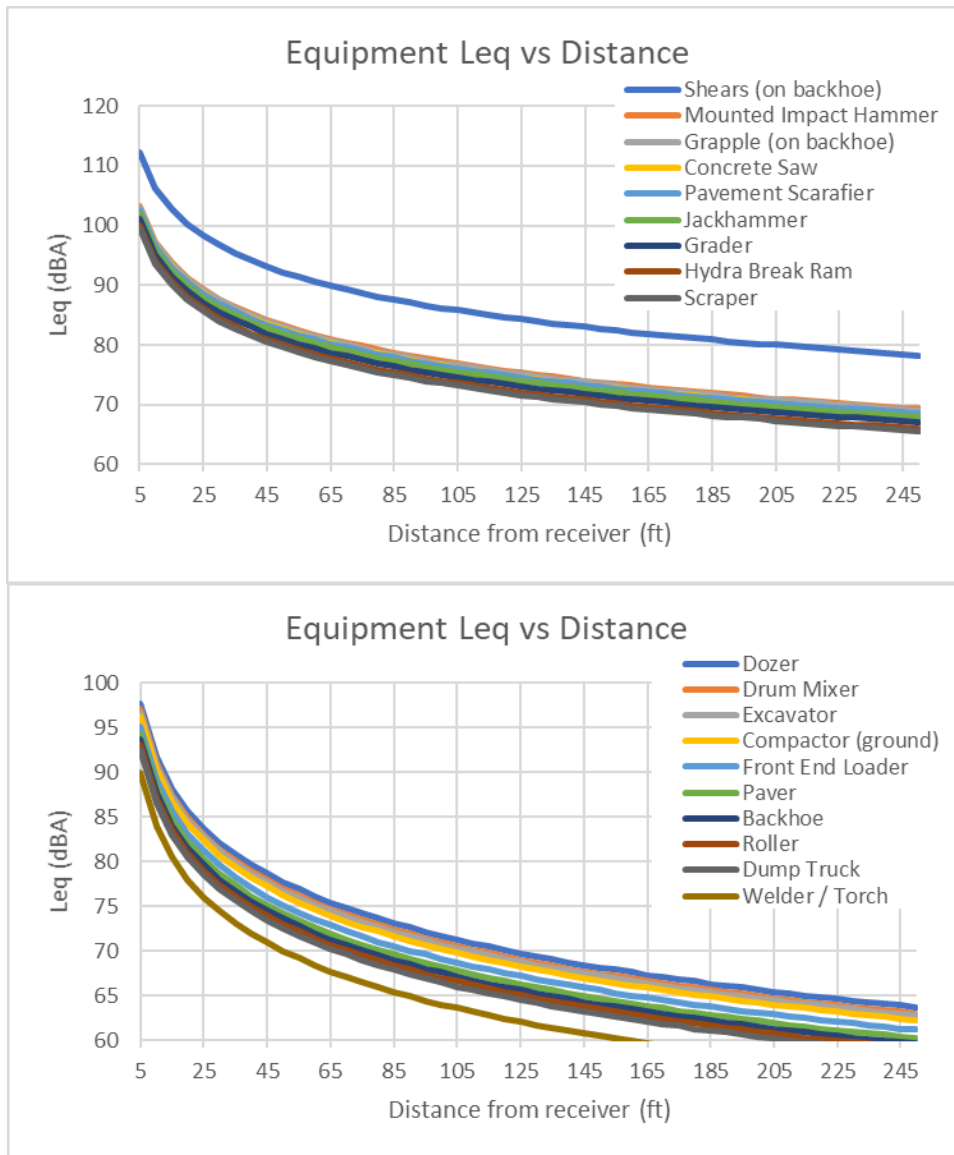


Figure 7-1: Equipment Leq vs Distance from Receiver

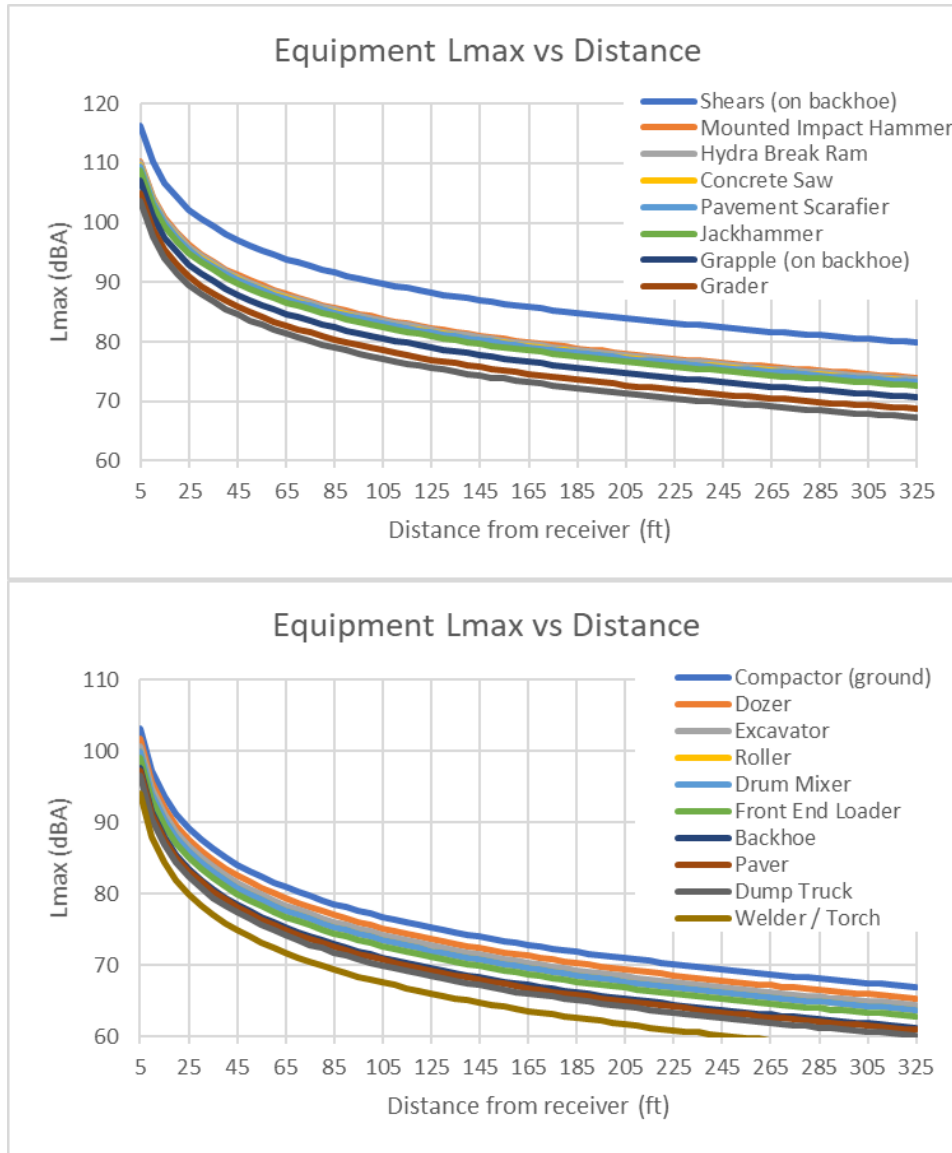


Figure 7-2: Equipment Lmax vs Distance from Receiver

Results in Table 7-3 through Table 7-7 show a combined Lmax and Leq for every phase of construction at each receiver; this includes all construction equipment expected to be used during the operation/phase, each with the appropriate usage factor applied. Levels that exceed the daytime impact threshold of 90 dBA Leq have been identified in bold. The results predict that without mitigation the contractor would exceed the impact threshold for many receivers, most notably at the One Santa Fe apartment complex which is within 25 feet of the equipment during multiple phases of construction. The contractor may need to implement noise control measures when working in these areas, where impacts are likely.

The FTA has identified a 100-dBA threshold for commercial and industrial land uses. This noise level would be exceeded for land uses located within approximately 20 feet of heavy-duty equipment. The nearest commercial/industrial facilities to proposed construction activities are located approximately 40

feet to the north across Commercial Street. Construction noise levels for commercial and industrial uses would be less than the FTA criteria.

Table 7-3: Building Demolition Overall Noise Predictions

Receiver ID	Receiver Name	Distance between Noise Source and Receiver (ft)	Noise Lmax ^a (dBA)	Noise Leq ^b (dBA)
R-1	One Santa Fe (north bldg - north end)	12	108.6	105.9
R-2	One Santa Fe (north bldg - mid)	12	108.6	105.9
R-3	One Santa Fe (north bldg - south end)	12	108.6	105.9
R-4	One Santa Fe (north bldg - south end)	12	93.6	90.9
R-5	One Santa Fe (south bldg - north end)	57	95.1	92.4
R-6	One Santa Fe (south bldg - mid)	246	77.4	74.7
R-7	One Santa Fe (south bldg - south end)	488	71.4	68.8
R-A	One Santa Fe, BBQ	24	102.6	99.9
R-B	One Santa Fe, Pool/Spa	24	102.6	99.9
R-C	SCI -Arc, 360 E 3rd St (north end)	143	77.1	74.4
R-D	SCI -Arc, 360 E 3rd St (center)	293	70.8	68.2
R-E	SCI -Arc, 360 E 3rd St (south end)	730	62.9	60.3
R-F	Willow Studios, 1350 Palmetto St	n/a	n/a	n/a

Note: Nighttime activities are only permitted if a variance is granted by the Executive Director of the Board of Police Commissioners. Noise limits for nighttime activities are listed in Table 7-1.

^a Lmax values listed just for reference.

^b Leq values are compared to the Table 7-1 daytime limit of 90 dBA, which applies to combined, overall construction noise. Exceedances are indicated in **bold**.

Table 7-4: Concrete Demolition Overall Noise Predictions

Receiver ID	Receiver Name	Distance between Noise Source and Receiver (ft)	Noise Lmax ^a (dBA)	Noise Leq ^b (dBA)
R-1	One Santa Fe (north bldg - north end)	24	96.7	96.8
R-2	One Santa Fe (north bldg - mid)	24	96.7	96.8
R-3	One Santa Fe (north bldg - south end)	24	96.7	96.8
R-4	One Santa Fe (north bldg - south end)	24	81.7	81.8
R-5	One Santa Fe (south bldg - north end)	24	96.7	96.8
R-6	One Santa Fe (south bldg - mid)	246	71.4	71.6
R-7	One Santa Fe (south bldg - south end)	488	65.5	65.6
R-A	One Santa Fe, BBQ	36	93.1	93.3
R-B	One Santa Fe, Pool/Spa	36	93.1	93.3
R-C	SCI -Arc, 360 E 3rd St (north end)	143	66.2	66.3

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Receiver ID	Receiver Name	Distance between Noise Source and Receiver (ft)	Noise Lmax ^a (dBA)	Noise Leq ^b (dBA)
R-D	SCI -Arc, 360 E 3rd St (center)	293	59.9	60.1
R-E	SCI -Arc, 360 E 3rd St (south end)	730	52.0	52.1
R-F	Willow Studios, 1350 Palmetto St	n/a	n/a	n/a

Note: Nighttime activities are only permitted if a variance is granted by the Executive Director of the Board of Police Commissioners. Noise limits for nighttime activities are listed in Table 7-1.

^a Lmax values listed just for reference.
^b Leq values are compared to the Table 7-1 daytime limit of 90 dBA, which applies to combined, overall construction noise. Exceedances are indicated in **bold**.

Table 7-5: Asphalt Road Construction Overall Noise Predictions

Receiver ID	Receiver Name	Distance between Noise Source and Receiver (ft)	Phase 1 – Land Prep		Phase 2 – Lay Asphalt	
			Noise Lmax ^a (dBA)	Noise Leq ^b (dBA)	Noise Lmax ^a (dBA)	Noise Leq ^b (dBA)
R-1	One Santa Fe (north bldg - north end)	24	84.7	84.6	82.9	81.1
R-2	One Santa Fe (north bldg - mid)	24	76.6	76.5	74.9	73
R-3	One Santa Fe (north bldg - south end)	24	66.6	66.5	64.8	63
R-4	One Santa Fe (north bldg - south end)	24	46.2	46.1	44.5	42.7
R-5	One Santa Fe (south bldg - north end)	24	61.2	61.1	59.5	57.7
R-6	One Santa Fe (south bldg - mid)	246	54	53.9	52.2	50.4
R-7	One Santa Fe (south bldg - south end)	488	52.1	52	50.4	48.5
R-A	One Santa Fe (BBQ)	36	69.4	69.3	67.6	65.8
R-B	One Santa Fe (Pool/Spa)	36	61.4	61.3	59.7	57.9
R-C	SCI -Arc, 360 E 3rd St (north end)	143	46.2	46.1	44.4	42.6
R-D	SCI -Arc, 360 E 3rd St (center)	293	43.9	43.8	42.1	40.3
R-E	SCI -Arc, 360 E 3rd St (south end)	730	40.6	40.5	38.8	37

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Receiver ID	Receiver Name	Distance between Noise Source and Receiver (ft)	Phase 1 – Land Prep		Phase 2 – Lay Asphalt	
			Noise Lmax ^a (dBA)	Noise Leq ^b (dBA)	Noise Lmax ^a (dBA)	Noise Leq ^b (dBA)
R-F	Willow Studios, 1350 Palmetto St	n/a	n/a	n/a	n/a	n/a
<p>Note: Nighttime activities are only permitted if a variance is granted by the Executive Director of the Board of Police Commissioners. Noise limits for nighttime activities are listed in Table 7-1.</p> <p>^a Lmax values listed just for reference.</p> <p>^b Leq values are compared to the Table 7-1 daytime limit of 90 dBA, which applies to combined, overall construction noise. Exceedances are indicated in bold.</p>						

Table 7-6: Storage Track Construction Overall Noise Predictions

Receiver ID	Receiver Name	Distance between Noise Source and Receiver (ft)	Phase 1 – Land & Tie Prep		Phase 2 – Install Rail	
			Noise Lmax ^a (dBA)	Noise Leq ^b (dBA)	Noise Lmax ^a (dBA)	Noise Leq ^b (dBA)
R-1	One Santa Fe (north bldg - north end)	65	84.7	82.7	79.4	78
R-2	One Santa Fe (north bldg - mid)	5	107	104.9	101.7	100.3
R-3	One Santa Fe (north bldg - south end)	5	107	104.9	101.7	100.3
R-4	One Santa Fe (north bldg - south end)	60	70.4	68.4	65.1	63.7
R-5	One Santa Fe (south bldg - north end)	65	84.7	82.7	79.4	78
R-6	One Santa Fe (south bldg - mid)	281	67	65	61.7	60.3
R-7	One Santa Fe (south bldg - south end)	520	61.7	59.6	56.3	54.9
R-A	One Santa Fe (BBQ)	5	107	104.9	101.7	100.3
R-B	One Santa Fe (Pool/Spa)	40	88.9	86.9	83.6	82.2
R-C	SCI-Arc, 360 E 3rd St (north end)	150	62.5	60.4	57.1	55.7
R-D	SCI-Arc, 360 E 3rd St (center)	320	55.9	53.8	50.5	49.1
R-E	SCI -Arc, 360 E 3rd St (south end)	765	48.3	46.3	43	41.6

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Receiver ID	Receiver Name	Distance between Noise Source and Receiver (ft)	Phase 1 – Land & Tie Prep		Phase 2 – Install Rail	
			Noise Lmax ^a (dBA)	Noise Leq ^b (dBA)	Noise Lmax ^a (dBA)	Noise Leq ^b (dBA)
R-F	Willow Studios, 1350 Palmetto St	n/a	n/a	n/a	n/a	n/a
<p>Note: Nighttime activities are only permitted if a variance is granted by the Executive Director of the Board of Police Commissioners. Noise limits for nighttime activities are listed in Table 7-1.</p> <p>^a Lmax values listed just for reference.</p> <p>^b Leq values are compared to the Table 7-1 daytime limit of 90 dBA, which applies to combined, overall construction noise. Exceedances are indicated in bold.</p>						

Table 7-7: Yard Track Construction Overall Noise Predictions

Receiver ID	Receiver Name	Distance between Noise Source and Receiver (ft)	Phase 1 – Land & Tie Prep		Phase 2 – Install Rail	
			Noise Lmax ^a (dBA)	Noise Leq ^b (dBA)	Noise Lmax ^a (dBA)	Noise Leq ^b (dBA)
R-1	One Santa Fe (north bldg - north end)	200	75	72.9	69.6	68.2
R-2	One Santa Fe (north bldg - mid)	230	73.7	71.7	68.4	67
R-3	One Santa Fe (north bldg - south end)	225	73.9	71.9	68.6	67.2
R-4	One Santa Fe (north bldg - south end)	220	59.1	57.1	53.8	52.4
R-5	One Santa Fe (south bldg - north end)	60	85.4	83.4	80.1	78.7
R-6	One Santa Fe (south bldg - mid)	130	78.7	76.6	73.4	72
R-7	One Santa Fe (south bldg - south end)	257	72.8	70.7	67.5	66.1
R-A	One Santa Fe (BBQ)	230	73.7	71.7	68.4	67
R-B	One Santa Fe (Pool/Spa)	120	79.4	77.3	74.1	72.7
R-C	SCI -Arc, 360 E 3rd St (north end)	340	55.3	53.3	50	48.6
R-D	SCI -Arc, 360 E 3rd St (center)	400	53.9	51.9	48.6	47.2
R-E	SCI -Arc, 360 E 3rd St (south end)	560	51	49	45.7	44.3

Receiver ID	Receiver Name	Distance between Noise Source and Receiver (ft)	Phase 1 – Land & Tie Prep		Phase 2 – Install Rail	
			Noise Lmax ^a (dBA)	Noise Leq ^b (dBA)	Noise Lmax ^a (dBA)	Noise Leq ^b (dBA)
R-F	Willow Studios, 1350 Palmetto St	415	68.6	66.6	63.3	61.9
<p>Note: Nighttime activities are only permitted if a variance is granted by the Executive Director of the Board of Police Commissioners. Noise limits for nighttime activities are listed in Table 7-1.</p> <p>^a Lmax values listed just for reference.</p> <p>^b Leq values are compared to the Table 7-1 daytime limit of 90 dBA, which applies to combined, overall construction noise. Exceedances are indicated in bold.</p>						

7.3 CONSTRUCTION NOISE MITIGATION

Listed below are some typical approaches to reducing noise levels associated with the construction phase of major projects. Requiring the contractor to employ these methods should leave the contractor with enough flexibility to perform the work without undue financial or logistical burdens while protecting adjacent noise-sensitive receivers from excessive construction noise levels.

- Use specialty equipment with enclosed engines, acoustically attenuating shields, and/or high-performance mufflers.
- Locate equipment and staging areas away from noise-sensitive receivers.
- Limit unnecessary idling of equipment.
- Install temporary noise barriers, noise control curtains, and/or noise enclosures. This approach can be particularly effective for stationary noise sources such as compressors and generators. These methods may not be effective for elevated receivers; blocking line-of-sight is necessary.
- Reroute construction-related truck traffic away from local residential streets and/or sensitive receivers.
- Avoid impact pile driving where possible. Where geological conditions permit, the use of drilled piles or a vibratory pile driver is generally quieter.
- Use electric instead of diesel powered equipment and hydraulic instead of pneumatic tools.
- Where possible, minimize the use of impact devices such as jackhammers and hoe rams, using concrete crushers and pavement saws instead.

Other less conventional techniques could be employed when the options above will not suffice, particularly when loud, necessary construction operations must take place. For instance, residents could be temporarily relocated to a hotel during construction times when the noise will be the loudest and most intrusive.

Specific measures to be employed to mitigate construction noise impacts should be developed by the contractor and presented in the form of the Noise Control Plan. Impacts may be significant and

unavoidable, even with mitigation measures applied. If nighttime construction is necessary, consider nighttime noise limits, the need for a variance, and potential mitigation.

7.4 CONSTRUCTION VIBRATION REGULATIONS

The primary concern regarding construction vibration is potential damage to structures. The thresholds for potential damage are much higher than the thresholds for evaluating potential annoyance used to assess impact from operational vibration. The FTA Guidance Manual provides construction vibration limits for various building categories, as shown in Table 7-8. The peak particle velocity (PPV) and root mean square (RMS) amplitude are two separate metrics used to quantify a vibration signal. Lv vibration levels are a decibel representation of the RMS velocity levels, using a reference of 1 micro-inch/second ($\mu\text{in}/\text{sec.}$). More information regarding vibration descriptors is available in Appendix A.2. It is important to note that the vibration limits in Table 7-8 are the levels at which there is a risk for damage for each building category, not the level at which damage would occur.

Table 7-8: FTA Construction Vibration Damage Risk Criteria

Building Category	Peak Particle Velocity (inches/second)	Approximate Lv (VdB)
I. Reinforced-concrete, steel or timber (no plaster)	0.5	102
II. Engineered concrete and masonry (no plaster)	0.3	98
III. Non-engineered timber and masonry buildings	0.2	94
IV. Buildings extremely susceptible to vibration damage	0.12	90

Source: Federal Transit Administration (FTA 2006)

Previous LA Metro projects required that vibration measurements be conducted on a weekly basis or as often as the construction setup changes. Measurements should be taken during peak vibration generating construction activities, and the results must be submitted to LA Metro on a weekly basis. Consult with LA Metro for requirements for this project.

7.5 CONSTRUCTION VIBRATION IMPACTS

The same demolition and construction operations assumed when estimating the noise generated have been assumed when estimating the construction vibration. A list of the operational groupings and phases is available in Section 7.2. The equipment that is likely to be used during construction, along with reference vibration levels at a distance of 50 feet are listed in Table 7-9. Reference vibration levels are collected from the FTA Guidance and Dowding, and the most applicable reference values were selected for each piece of equipment. Table 7-9 also shows the minimum distance in feet that a piece of equipment must be from the nearest receiver to not have its operation time limited by the FTA annoyance limit for daytime use (nighttime should be addressed separately). The breakdown of equipment assumed for each phase of construction, as well as vibration levels for individual pieces of equipment at each receiver are available in Appendix E.

Table 7-9: Construction Vibration by Equipment Piece at 50 feet

Equipment Description	Reference Level Source	Peak Particle Velocity at 50 ft (inches/second)	Lv at 50 ft (VdB)	Minimum Distance from Receiver w/ Unlimited Use Time ^b (ft)
Backhoe	FTA - Hoe Ram	0.031	78	80
Compactor (ground) ^a	Dowding - Heavy Vehicles	0.063	84	117
Concrete Saw	n/a	n/a	n/a	n/a
Dozer	FTA - Large Bulldozer	0.031	78	80
Drum Mixer	FTA - Loaded Trucks	0.027	77	74
Dump Truck	FTA - Loaded Trucks	0.027	77	74
Excavator	FTA - Hoe Ram	0.031	78	80
Front End Loader	FTA - Small Bulldozer	0.001	49	10
Grader	FTA - Large Bulldozer	0.031	78	80
Grapple (on backhoe)	FTA - Hoe Ram	0.031	78	80
Hydra Break Ram ^a	Dowding - Pavement Breaker	0.052	82	109
Jackhammer	FTA - Jackhammer	0.012	70	44
Mounted Impact Hammer (hoe ram)	FTA - Hoe Ram	0.031	78	80
Pavement Scarafier ^a	Dowding - Pavement Breaker	0.052	82	109
Paver	FTA - Large Bulldozer	0.031	78	80
Roller	FTA - Vibratory Roller	0.074	85	136
Scraper	FTA - Large Bulldozer	0.031	78	80
Shears (on backhoe)	FTA - Hoe Ram	0.031	78	80
Welder / Torch	n/a	n/a	n/a	n/a

^aLv values from the Dowding reference were calculated by converting PPV to RMS, assuming a crest factor of 4.
^bUnlimited use distance determined as distance where the level falls below 72 VdB FTA annoyance limit in Table 2-2.

The FTA limits in Table 7-8 are based on PPV values, so PPV vibration predictions are compared to the FTA limits to determine exceedances. The FTA daytime limits in Table 2-2 are based on vibration decibel values, so Lv vibration predictions are compared to the FTA limits to determine exceedances based on annoyance. They annoyance level exceedances are only evaluated for OSF, since this is the only sensitive receiver close to the construction activities. Figure 7-3 and Figure 7-4 respectively show the PPV and vibration level vs distance for the equipment that is likely to be used during construction and demolition. Equipment with equivalent vibration values have been lumped together for figure clarity. For example, the backhoe line can be used as a reference to all equipment with a PPV of 0.031 in/sec, including the dozer, excavator, grapple, and paver to name a few. These figures can be used to estimate the distance from the receiver that a piece of equipment may need to be in order to fall below the limit.

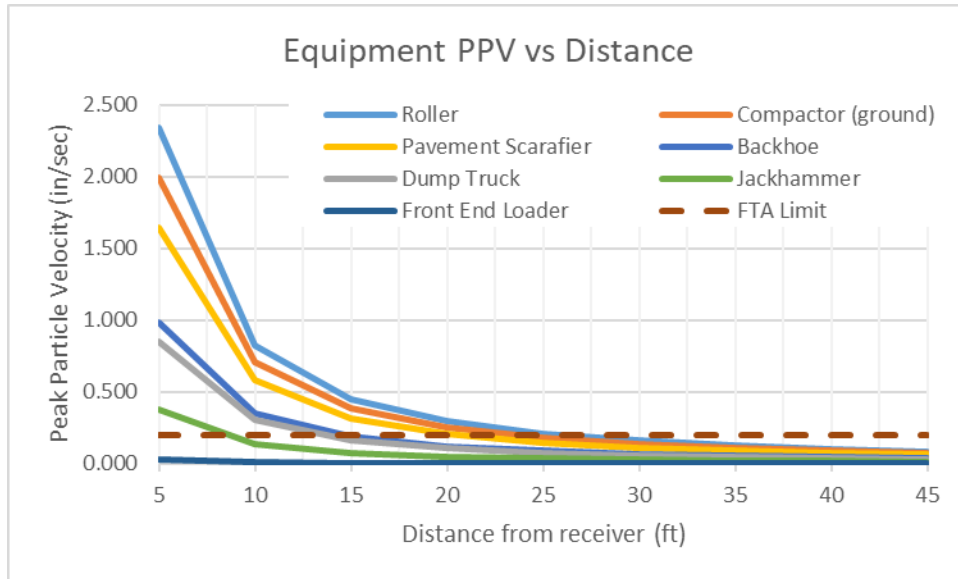


Figure 7-3: Equipment PPV vs Distance from Receiver

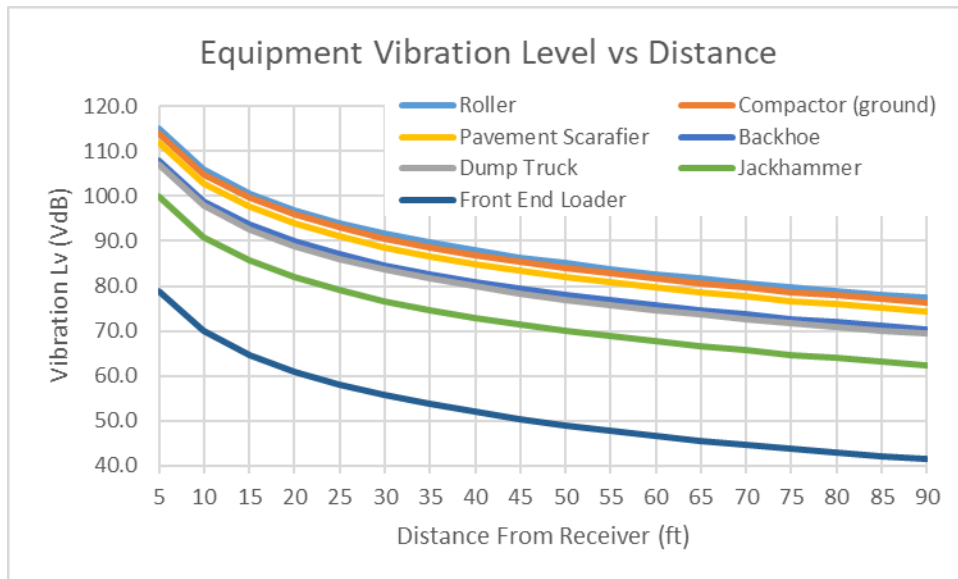


Figure 7-4: Equipment Vibration Level (VdB) vs Distance from Receiver

Results in Table 7-10 through Table 7-14 show the maximum predicted vibration PPV and Lv for every phase of construction at each receiver, and values that exceed the FTA impact thresholds have been identified in bold. The results predict that the contractor would exceed the impact threshold when operating very close to the receiver, as is the case near the One Santa Fe apartment complex during the building and concrete demolition operations. In the event that vibration-generating equipment must be used for a sustained period of time, the Contractor should utilize alternative procedures of construction, and select proper combination of techniques that generate least overall noise and vibration.

Table 7-10: Building Demolition Maximum Vibration Predictions

Receiver ID	Receiver Name	Distance between Vibration Source and Receiver (ft)	PPV (inches/sec)	Lv (VdB)
R-1	One Santa Fe (north bldg - north end)	5	0.980	108.0
R-2	One Santa Fe (north bldg - mid)	5	0.980	108.0
R-3	One Santa Fe (north bldg - south end)	5	0.980	108.0
R-4	One Santa Fe (north bldg - south end)	5	0.980	108.0
R-5	One Santa Fe (south bldg - north end)	57	0.025	76.3
R-6	One Santa Fe (south bldg - mid)	246	0.003	57.2
R-7	One Santa Fe (south bldg - south end)	488	0.001	48.3
R-A	One Santa Fe, BBQ	5	0.980	108.0
R-B	One Santa Fe, Pool/Spa	5	0.980	108.0
R-C	SCI -Arc, 360 E 3rd St (north end)	143	0.006	64.3
R-D	SCI -Arc, 360 E 3rd St (center)	293	0.002	55.0
R-E	SCI -Arc, 360 E 3rd St (south end)	730	0.001	43.1
R-F	Willow Studios, 1350 Palmetto St	n/a	n/a	n/a

Note: Values in **bold** indicate an exceedance of the 0.2 in/sec PPV damage limit applied to all receivers or 72 VdB Lv annoyance limit applied to residential receivers only.

Table 7-11: Concrete Demolition Maximum Vibration Predictions

Receiver ID	Receiver Name	Distance between Vibration Source and Receiver (ft)	PPV (inches/sec)	Lv (VdB)
R-1	One Santa Fe (north bldg - north end)	5	1.644	112.3
R-2	One Santa Fe (north bldg - mid)	5	1.644	112.3
R-3	One Santa Fe (north bldg - south end)	5	1.644	112.3
R-4	One Santa Fe (north bldg - south end)	5	1.644	112.3
R-5	One Santa Fe (south bldg - north end)	24	0.156	91.8
R-6	One Santa Fe (south bldg - mid)	246	0.005	61.5
R-7	One Santa Fe (south bldg - south end)	488	0.002	52.6
R-A	One Santa Fe, BBQ	5	1.644	112.3
R-B	One Santa Fe, Pool/Spa	5	1.644	112.3
R-C	SCI -Arc, 360 E 3rd St (north end)	143	0.011	68.6
R-D	SCI -Arc, 360 E 3rd St (center)	293	0.004	59.2
R-E	SCI -Arc, 360 E 3rd St (south end)	730	0.001	47.3
R-F	Willow Studios, 1350 Palmetto St	n/a	n/a	n/a

Note: Values in **bold** indicate an exceedance of the 0.2 in/sec PPV damage limit applied to all receivers or 72 VdB Lv annoyance limit applied to residential receivers only.

Table 7-12: Asphalt Road Construction Maximum Vibration Predictions

Receiver ID	Receiver Name	Distance between Vibration Source and Receiver (ft)	Phase 1 – Land Prep		Phase 2 – Lay Asphalt	
			PPV (inches/sec)	Lv (VdB)	PPV (inches/sec)	Lv (VdB)
R-1	One Santa Fe (north bldg - north end)	52	0.029	77.5	0.070	84.5
R-2	One Santa Fe (north bldg - mid)	131	0.007	65.5	0.017	72.5
R-3	One Santa Fe (north bldg - south end)	416	0.001	50.4	0.003	57.4
R-4	One Santa Fe (north bldg - south end)	770	0.001	42.4	0.001	49.4
R-5	One Santa Fe (south bldg - north end)	770	0.001	42.4	0.001	49.4
R-6	One Santa Fe (south bldg - mid)	998	0.000	39.0	0.001	46.0
R-7	One Santa Fe (south bldg - south end)	1238	0.000	36.2	0.001	43.2
R-A	One Santa Fe (BBQ)	302	0.002	54.6	0.005	61.6
R-B	One Santa Fe (Pool/Spa)	753	0.001	42.7	0.001	49.7
R-C	SCI -Arc, 360 E 3rd St (north end)	776	0.001	42.3	0.001	49.3
R-D	SCI -Arc, 360 E 3rd St (center)	1015	0.000	38.8	0.001	45.8
R-E	SCI -Arc, 360 E 3rd St (south end)	1475	0.000	33.9	0.000	40.9
R-F	Willow Studios, 1350 Palmetto St	n/a	n/a	n/a	n/a	n/a

Note: Values in **bold** indicate an exceedance of the 0.2 in/sec PPV damage limit applied to all receivers or 72 VdB Lv annoyance limit applied to residential receivers only.

Table 7-13: Storage Track Construction Maximum Vibration Predictions

Receiver ID	Receiver Name	Distance between Vibration Source and Receiver (ft)	Phase 1 – Land & Tie Prep		Phase 2 – Install Rail	
			PPV (inches/sec)	Lv (VdB)	PPV (inches/sec)	Lv (VdB)
R-1	One Santa Fe (north bldg - north end)	65	0.043	80.5	0.050	81.6

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Receiver ID	Receiver Name	Distance between Vibration Source and Receiver (ft)	Phase 1 – Land & Tie Prep		Phase 2 – Install Rail	
			PPV (inches/sec)	Lv (VdB)	PPV (inches/sec)	Lv (VdB)
R-2	One Santa Fe (north bldg - mid)	5	1.992	113.9	2.340	115.0
R-3	One Santa Fe (north bldg - south end)	5	1.992	113.9	2.340	115.0
R-4	One Santa Fe (north bldg - south end)	60	0.048	81.6	0.056	82.6
R-5	One Santa Fe (south bldg - north end)	65	0.043	80.5	0.050	81.6
R-6	One Santa Fe (south bldg - mid)	281	0.005	61.5	0.006	62.5
R-7	One Santa Fe (south bldg - south end)	520	0.002	53.4	0.002	54.5
R-A	One Santa Fe (BBQ)	5	1.992	113.9	2.340	115.0
R-B	One Santa Fe (Pool/Spa)	40	0.088	86.9	0.103	87.9
R-C	SCI-Arc, 360 E 3rd St (north end)	150	0.012	69.6	0.014	70.7
R-D	SCI-Arc, 360 E 3rd St (center)	320	0.004	59.8	0.005	60.8
R-E	SCI -Arc, 360 E 3rd St (south end)	765	0.001	48.4	0.001	49.5
R-F	Willow Studios, 1350 Palmetto St	n/a	n/a	n/a	n/a	n/a

Note: Values in **bold** indicate an exceedance of the 0.2 in/sec PPV damage limit applied to all receivers or 72 VdB Lv annoyance limit applied to residential receivers only.

Table 7-14: Yard Track Construction Maximum Vibration Predictions

Receiver ID	Receiver Name	Distance between Vibration Source and Receiver (ft)	Phase 1 – Land & Tie Prep		Phase 2 – Install Rail	
			PPV (inches/sec)	Lv (VdB)	PPV (inches/sec)	Lv (VdB)
R-1	One Santa Fe (north bldg - north end)	200	0.008	65.9	0.009	66.9
R-2	One Santa Fe (north bldg - mid)	230	0.006	64.1	0.008	65.1
R-3	One Santa Fe (north bldg - south end)	225	0.007	64.3	0.008	65.4

Receiver ID	Receiver Name	Distance between Vibration Source and Receiver (ft)	Phase 1 – Land & Tie Prep		Phase 2 – Install Rail	
			PPV (inches/sec)	L _v (VdB)	PPV (inches/sec)	L _v (VdB)
R-4	One Santa Fe (north bldg - south end)	220	0.007	64.6	0.008	65.7
R-5	One Santa Fe (south bldg - north end)	60	0.048	81.6	0.056	82.6
R-6	One Santa Fe (south bldg - mid)	130	0.015	71.5	0.018	72.6
R-7	One Santa Fe (south bldg - south end)	257	0.005	62.6	0.006	63.7
R-A	One Santa Fe (BBQ)	230	0.006	64.1	0.008	65.1
R-B	One Santa Fe (Pool/Spa)	120	0.017	72.5	0.020	73.6
R-C	SCI -Arc, 360 E 3rd St (north end)	340	0.004	59.0	0.004	60.0
R-D	SCI -Arc, 360 E 3rd St (center)	400	0.003	56.9	0.003	57.9
R-E	SCI -Arc, 360 E 3rd St (south end)	560	0.002	52.5	0.002	53.5
R-F	Willow Studios, 1350 Palmetto St	415	0.003	56.4	0.003	57.4

Note: Values in **bold** indicate an exceedance of the 0.2 in/sec PPV damage limit applied to all receivers or 72 VdB L_v annoyance limit applied to residential receivers only.

7.6 CONSTRUCTION VIBRATION MITIGATION

Construction or demolition operations that occur immediately adjacent to the One Santa Fe apartment complex are likely to exceed the impact thresholds **Error! Reference source not found.** The following precautionary vibration mitigation strategies should be implemented to minimize the potential for damage to any structures in the project area:

- **Preconstruction Survey:** The survey should include inspecting building foundations and taking photographs of preexisting conditions. The survey can be limited to buildings in the project area within 25 feet of high-vibration-generating construction activities. The only exception is if an important and potentially fragile historic resource is located within approximately 200 feet of construction, in which case it should be included in the survey. For this project, the only known building that may fall into that category is the Citizens Warehouse/Lysle Storage Company building.
- **Vibration Limits:** The FTA Guidance Manual suggests vibration limits in terms of peak particle velocity, ranging from 0.12 inches/second for “buildings extremely susceptible to vibration damage” to 0.5 inches/second for “Reinforced-concrete, steel or timber” buildings. The contract specifications

should limit construction vibration to a maximum of 0.2 inches/second for all buildings in the project area (this peak particle velocity limit applies to all equipment).

- **Vibration Monitoring:** The contractor should be required to monitor vibration at any building where vibratory rollers or similar high-vibration-generating equipment would be operated within 25 feet of buildings and at any location where complaints about vibration are received from building occupants.
- **Alternative Construction Procedures:** If high-vibration construction activities must be performed close to structures, it may be necessary for the contractor to use an alternative procedure that produces lower vibration levels. Examples of high-vibration construction activities include the use of vibratory compaction or hoe rams next to sensitive buildings. Alternative procedures include use of non-vibratory compaction in limited areas and a concrete saw in place of a hoe ram to break up pavement.

When construction or demolition operations must occur very close to the receiver, other less conventional techniques could be employed. Residents could be temporarily relocated to a hotel during construction times when the vibration will be the greatest and most intrusive.

Specific measures to be employed to reduce or mitigate construction vibration impacts should be developed by the contractor and presented in the form of a Vibration Monitoring Plan. Impacts may be significant and unavoidable, even with mitigation measures applied.

8.0 CEQA SUMMARY

This section summarizes the CEQA determination and impacts after mitigation for both operational and construction noise and vibration. Table 8-1 and the following text summarize the impacts caused by the project according to the applicable federal/state/local limits described earlier (see Section 2.0) with and without mitigation applied.

Table 8-1: CEQA Project Noise Impacts

Would the project:	Potentially Significant Impact	Less Than-Significant with Mitigation Incorporation	Less Than-Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (applied to construction noise)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (applied to construction vibration)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

An explanation for each question follows:

- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
 - a. **LESS-THAN-SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED.**
Without mitigation, potential significant impacts from **operations** are predicted for some sections of the One Santa Fe Apartments. The primary noise sources would be wheel squeal and special trackwork associated with yard tracks leading into the storage yard adjacent to the apartments and leading into the Maintenance Facility. According to FTA

limits, there are three severe impacts (northern portion of both the north building and south building). All impacts can be reduced to less-than-significant by applying the mitigation recommended in Section 6.1. The recommended mitigation is the use of low-impact frogs in the storage yard adjacent to OSF and in the new yard tracks within a 200-foot radius of the northern portion of the northern building and southern building of OSF (R-1 and R-5). The recommended mitigation also includes use of low-impact frogs in existing yard tracks leading into the Maintenance Facility.

If it can be verified that a building noise reduction of at least 30 dB applies to the One Santa Fe Apartments, mitigation would not be required for R-1, R-2, and R-5, based on an interior noise limit of 45 dBA CNEL. Assuming no impacts for the interior, noise for the exterior apartment balconies was analyzed. It was determined that there could be potential noise impacts for these spaces without mitigation. However, the low-impact frogs installed as recommended for R-1, R-2, and R-5 would mitigate these impacts. As an alternative to low-impact frogs, transparent noise barriers could be placed on the affected apartment balconies to reduce the noise below impact level.

POTENTIALLY SIGNIFICANT IMPACT. **Construction** activities may cause a significant unavoidable impact. See question d) for more information.

- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?
 - a. **NO IMPACT.** There are no potential impacts predicted for either groundborne vibration or groundborne noise due to **operations** applying FTA.
 - b. **POTENTIALLY SIGNIFICANT IMPACT.** **Construction** activities may cause a significant unavoidable impact. Expected construction operations were evaluated for vibration, where each operation includes different equipment. Results show that the proximity of the One Santa Fe Apartment complex to the adjacent building and pavement demolition, as well as construction of the storage tracks can potentially cause large exceedances of limits. In addition, yard track construction and pavement construction may result in smaller exceedances. To minimize the construction vibration, practices outlined in Section 7.6 should be implemented, where applicable. Specific measures to be employed to reduce or mitigate construction vibration impacts should be developed by the contractor and presented in the form of a Vibration Monitoring Plan.
- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
 - a. **LESS-THAN-SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED.** In the project vicinity, the ambient noise could permanently increase without mitigation applied. With mitigation incorporated as recommended in Section 6.1, any potential increase in ambient noise is less-than-significant.
- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?
 - a. **POTENTIALLY SIGNIFICANT IMPACT.** Construction activities are a temporary source of noise for the project. Expected construction operations were evaluated for noise, where each operation includes different equipment. Results show that the proximity of the One Santa Fe Apartment complex to the adjacent building and pavement demolition, as well as construction of the storage tracks can potentially cause

exceedances of the limits. Since the apartments are elevated above the demolition and construction activities, typical mitigation measures such as noise barriers/blankets would not provide adequate noise reduction. To minimize the construction noise, practices outlined in Section 7.3 should be implemented, where applicable. When the noise will be loudest and most intrusive, unconventional measures may be appropriate, such as temporarily relocating residents to a hotel (if overnight work is necessary). A Noise Control Plan and Noise Monitoring Plan must be submitted to LA Metro. Specific mitigation measures should be developed by the construction contractor as part of the Noise Control Plan.

The LA Municipal Code restricts construction activities to the following hours: 7 am – 9 pm weekdays and 8 am – 6 pm Saturdays. A variance needs to be granted by the Executive Director of the Board of Police Commissioners to operate outside these hours.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?
 - a. NO IMPACT. The project is not within any airport land use plan or within two miles of any public airport or public use airport.
- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?
 - a. NO IMPACT. The project is not within the vicinity of any known private airstrips.

9.0 SOURCES AND REFERENCES

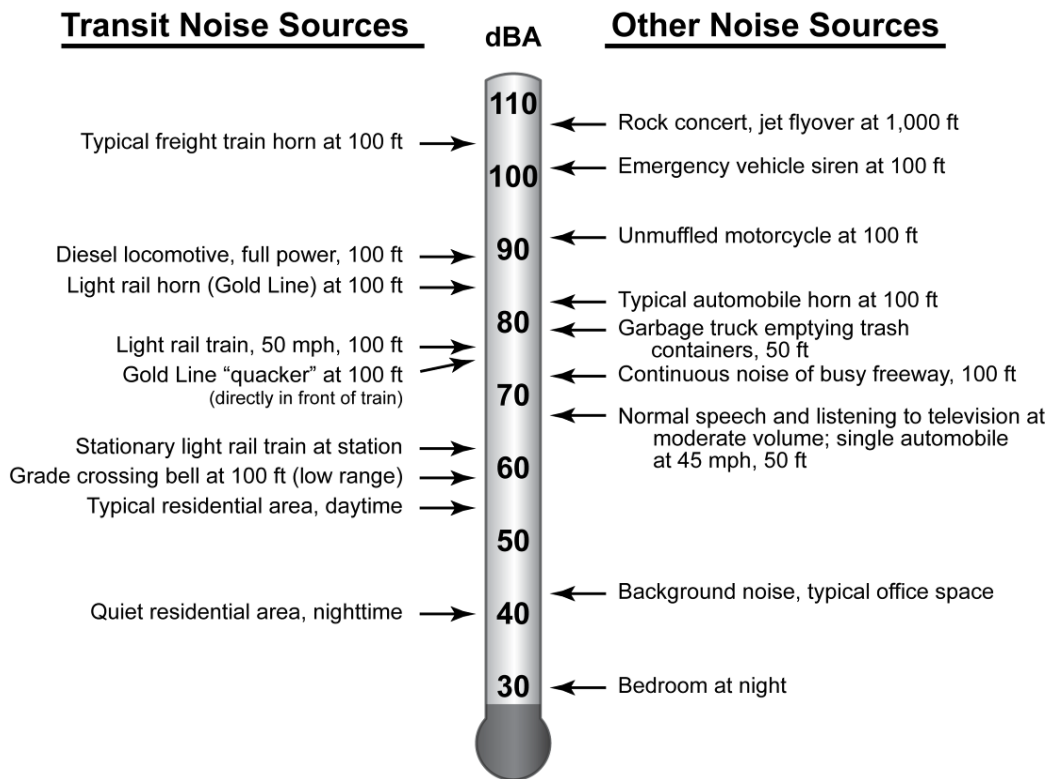
FTA 2006	U.S. Department of Transportation (USDOT), Federal Transit Administration (FTA), Office of Planning and Environment. May 2006. <i>Transit Noise and Vibration Impact Assessment Guidance Manual</i> , Document FTA-VA-90-1003-06.
CEQA 2016	California Environmental Quality Act (CEQA) Statute and Guidelines, 2016 (http://resources.ca.gov/ceqa/).
LAMUNI 2016	City of Los Angeles Municipal Code Chapter IV - Section 41.40, 2017 (http://library.amlegal.com/nxt/gateway.dll/California/lamc/municipalcode?f=templates\$fn=altmain-nf.htm\$3.0\$vid=amlegal:losangeles_ca_mc).
LACOUNTY 2018	Los Angeles County Code of Ordinances – Title 12 Environmental Protection, Chapter 12.08 Noise Control, 2018 (https://library.municode.com/ca/los_angeles_county/codes/code_of_ordinances?nodeId=TIT12ENPR_CH12.08NOCO)
METRO 2012	Los Angeles County Metropolitan Transportation Authority (LA Metro). <i>Specifications: Division 1, Section 01 56 19 Construction Noise and Vibration Control</i> , September 2012.
OSF 2007	Final EAF/Initial Study/Mitigated Negative Declaration, One Santa Fe Mixed-Use Project, October 2007.
OSF NOISE 2008	<i>Exterior Noise Impact Analysis Report</i> , One Santa Fe Mixed-Use Project, Report No. 07015-01, December 2008.
DOWDING 2009	Charles H. Dowding <i>Construction Vibrations</i> , 2009.
AECOM 2016	Draft Technical Memorandum, “LA Metro, Metro Red/Purple Line Core Capacity Improvements Project, Noise and Vibration Analysis,” AECOM, December 2016.
METRODES IGN 2012	Los Angeles County Metropolitan Transportation Authority (LA Metro). <i>Metro Rail Design Criteria, Section 2, Environmental Considerations Rev 1</i> , May 2012.

APPENDIX A FUNDAMENTALS OF NOISE AND VIBRATION

A.1 NOISE

Sound is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear deemphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale has been developed. A-weighted decibels are abbreviated as “dBA.” On this scale, the human range of hearing extends from approximately 3 dBA to around 140 dBA. As a point of reference, Figure includes examples of A-weighted sound levels from common indoor and outdoor sounds.

Figure A-1: Typical Outdoor and Indoor Noise Levels



Using the decibel scale, sound levels from two or more sources cannot be directly added together to determine the overall sound level. Rather, the combination of two sounds at the same level yields an increase of 3 dB. The smallest recognizable change in sound level is approximately 1 dB. A 3-dB increase in the A-Weighted sound level is generally considered perceptible, whereas a 5-dB increase is readily perceptible. A 10-dB increase is judged by most people as an approximate doubling of the perceived loudness.

A.1.1 Noise Terminology

Following are brief definitions of the measures of environmental noise used in this study:

- **Maximum Sound Level (L_{max}):** L_{max} is the maximum sound level that occurs during an event such as a train passing. For this analysis L_{max} is defined as the maximum sound level using the slow setting on a

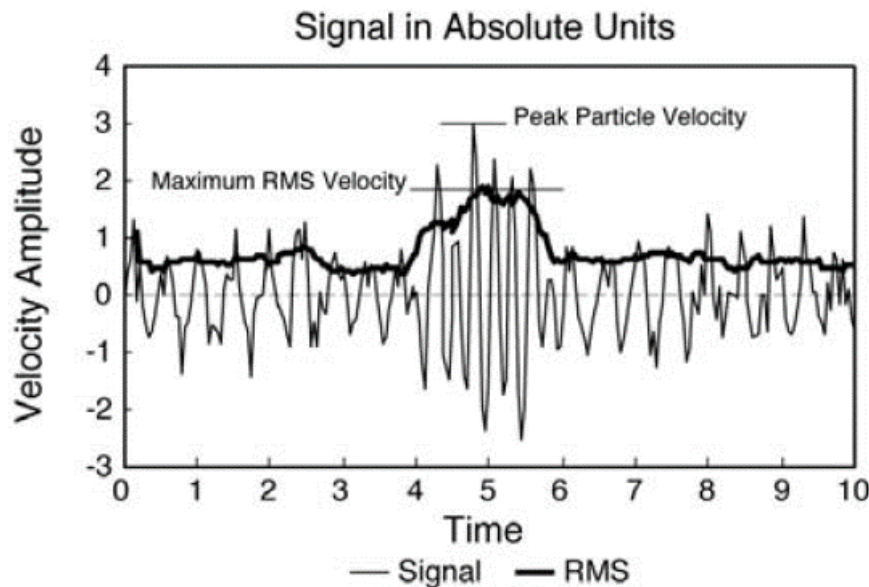
standard sound level meter, which is equivalent to the maximum 1-second root mean square (RMS) average sound level.

- **Equivalent Sound Level (L_{eq}):** Environment sound fluctuates constantly. The equivalent sound level (L_{eq}) is the most common means of characterizing community noise. L_{eq} represents a constant sound that, over a specified period of time, has the same sound energy as the time-varying sound. L_{eq} is used by the Federal Transit Administration (FTA) to evaluate noise effects at institutional land uses, such as schools, churches, and libraries, from proposed transit projects.
- **Day-Night Sound Level (L_{dn}):** L_{dn} is basically a 24 hour L_{eq} with an adjustment to reflect the greater sensitivity of most people to nighttime noise. The adjustment is a 10-dB penalty for all sound that occurs between the hours of 10:00 p.m. to 7:00 a.m. The effect of the penalty is that, when calculating L_{dn} , any event that occurs during the nighttime is equivalent to ten occurrences of the same event during the daytime. L_{dn} is the most common measure of total community noise over a 24-hour period and is used by the FTA to evaluate residential noise effects from proposed transit projects.
- **Exceedance Level (L_{XX}):** This is the percent of time a sound level is exceeded during the measurement period. For example, the L_{99} is the sound level exceeded 99 percent of the measurement period. For a 1-hour period, L_{99} is the sound level exceeded for all except 36 seconds of the hour. The tables of the hourly noise levels in Appendix B include L_1 , L_{33} , L_{50} , and L_{99} , the sound levels exceeded 1 percent, 33 percent, 50 percent and 99 percent of the hour. L_1 represents typical maximum sound levels, L_{33} is approximately equal to L_{eq} when free-flowing traffic is the dominant noise source, L_{50} is the median sound level, and L_{99} is close to the minimum sound level.
- **Sound Exposure Level (SEL):** SEL is a measure of the acoustic energy of an event such as a train passing. In essence, the acoustic energy of the event is compressed into a 1-second period. SEL increases as the sound level of the event increases and as the duration of the event increases. It is often used as an intermediate value in calculating overall metrics such as L_{eq} and L_{dn} .

A.2 VIBRATION

One potential community effect from the proposed project is vibration that is transmitted from the tracks through the ground into adjacent houses. This is referred to as groundborne vibration. When evaluating human response, groundborne vibration is usually expressed in terms of decibels using the RMS vibration velocity. Some limits are also presented in terms of the peak particle velocity (PPV). RMS is defined as the average of the squared amplitude of the vibration signal. To avoid confusion with sound decibels, the abbreviation VdB is used for vibration decibels. All vibration decibels in this report use a decibel reference of 1 micro-inch/second ($\mu\text{in}/\text{sec.}$). PPV is the maximum instantaneous positive or negative peak of an oscillating vibration signal, in this report using velocity in inches/second (in/sec). The RMS amplitude is always positive, and always less than the PPV. Figure A-2 shows a sample vibration signal, where the bold line is the RMS velocity and the lighter-weight line is the raw signal.

Figure A-2: Comparing PPV and RMS Values of a Sample Vibration Signal



Source: Federal Transit Administration (2006)

The potential adverse effects of rail transit groundborne vibration are as follows:

- **Perceptible Building Vibration:** This is when building occupants feel the vibration of the floor or other building surfaces. Experience has shown that the threshold of human perception is around 65 VdB and that vibration that exceeds 75 to 80 VdB may be intrusive and annoying to building occupants.
- **Rattle:** The building vibration can cause rattling of items on shelves and hanging on walls, and various different rattle and buzzing noises from windows and doors.
- **Reradiated Noise:** The vibration of room surfaces radiates sound waves that may be audible to humans. This is referred to as groundborne noise. When audible groundborne noise occurs, it sounds like a low-frequency rumble. For a surface rail system such as the proposed project, the groundborne noise is usually masked by the normal airborne noise radiated from the transit vehicle and the rails.
- **Damage to Building Structures:** Although it is conceivable that vibration from a light rail system could cause damage to fragile buildings, the vibration from rail transit systems is usually one to two orders of magnitude below the most restrictive thresholds for preventing building damage. Hence the vibration impact criteria focus on human annoyance, which occurs at much lower amplitudes than does building damage.

Often it is necessary to determine the contribution at different frequencies when evaluating vibration or noise signals. The 1/3-octave band spectrum is the most common procedure used to evaluate frequency components of acoustic signals. The term “octave” has been borrowed from music where it refers to a span of eight notes. The ratio of the highest frequency to the lowest frequency in an octave is 2:1. For a 1/3-octave band spectrum, each octave is divided into three bands where the ratio of the lowest frequency to the highest frequency in each 1/3-octave band is $2^{1/3}$:1 (1.26:1). An octave consists of three 1/3 octaves.

The 1/3-octave band spectrum of a signal is obtained by passing the signal through a bank of filters. Each filter excludes all components except those that are between the upper and lower range of one 1/3-octave band. The FTA *Guidance Manual* is a good reference for additional information on transit noise and vibration and the technical terms used in this section.

A.1.2 Vibration Terminology

Most noise terms have a vibration equivalent by replacing the noise level with a vibration level.

Following are three vibration terms used in this report for quantifying vibration energy:

- **Equivalent Vibration Level (L_{eq} or L_v):** The equivalent vibration level (L_{eq} or L_v) represents a constant vibration that, over a specified period of time, has the same sound energy as the time-varying vibration.
- **Peak Particle Velocity (PPV):** the maximum, instantaneous positive or negative peak of an oscillating vibration signal.
- **Exceedance Level (L_{XX}):** see definition in noise section above and replace noise with vibration.
- **Maximum Sound Level (L_{max}):** see definition in noise section above and replace noise with vibration.

Following are some terms related to predicting vibration energy:

- **Force Density Level (FDL):** The amount of vibration energy that is generated by the train into the ground under the rail.
- **Line Source Transfer Mobility (LSTM):** This is a measure of much vibration energy is absorbed by the ground as on moves away from the source. It is similar to a Point Source Transfer Mobility (PSTM) but uses a line-source such as a rail instead of a point-source.
- **Vibration Propagation Test:** This is a non-destructive vibration test performed on the ground to estimate the LSTM of the soil. With the LSTM and measured train levels (L_v) one can estimate the train's FDL.

APPENDIX B AMBIENT NOISE MEASUREMENTS

This appendix provides information on the ambient noise measurement data. This includes data collected at/near the receivers for purposes of establishing existing noise, as well as measurements taken to help determine the levels for various noise sources in the region. ATS Consulting used class 1 sound level meters to collect 1-second A-weighted Leq data during each measurement period.

B.1 EXISTING NOISE ENVIRONMENT FOR SENSITIVE RECEIVERS

Data collected in November 2016 as part of the (AECOM 2016) is applied to this study (Sites LT-1, LT-2, ST-1, and ST-2). This data, along with data ATS Consulting collected on September 13, 2017 (Sites ST-3 and ST-4) is summarized in Table B-1. Maps of measurement locations in relation to sensitive receivers and alignment are shown in Appendix C.

Table B-1 summarizes the ambient noise levels recorded for each site along with Ldn values for the long-term (LT) measurement sites and loudest hour Leq for both the LT and short-term (ST) measurement sites. The Ldn values are a 24-hour average after a +10 dB penalty is added to noise levels recording between 10 pm and 7 am. Appendix A provides a further explanation of the Ldn. Note that Leq levels are fairly consistent over the 24-hour period. Using the LT data to determine loudest hour, a small adjustment was made to the ST-1 and ST-2 data to represent loudest hour. No adjustment was made to ST-3 and ST-4, since these were measured at a different time than the LT data.

LT-1, LT-2, ST-1, and ST-2 were all located at One Santa Fe Apartments facing the rail yard. Noise perceived at these sites include: traffic noise on Santa Fe Avenue and other local streets, HVAC noise from adjacent Metro facilities, commuter rail pass-bys, heavy freight rail pass-bys, and frequent aircraft overflights.

ST-3 was located at SCI-Arc, second floor outside facing One Santa Fe. Noise perceived at this site includes: traffic noise on Santa Fe Avenue (dominant), commuter rail pass-bys, and frequent aircraft overflights. The measurement location is shown in Figure B-1.

ST-4 was located near the corner of 6th Street and Santa Fe Avenue. Noise perceived at this site includes: traffic noise on Santa Fe Avenue (dominant) and other local streets, commuter rail pass-bys, frequent aircraft overflights, and distant construction. The measurement location is shown in Figure B-2.

Table B-1: Summary of Measured Noise Levels

Hour	Hourly Noise Leq, dBA					
	LT-1 ^a	LT-2 ^a	ST-1 ^a	ST-2 ^a	ST-3	ST-4
12 am*	54.5	60.4	—	—	—	—
1 am*	54.2	61.5	—	—	—	—
2 am*	55.7	61.2	—	—	—	—
3 am*	53.1	60.9	—	—	—	—
4 am*	54.0	58.3	—	—	—	—
5 am*	60.6	60.4	—	—	—	—
6 am*	55.6	59.6	—	—	—	—
7 am	56.7	60.3	—	—	69.5	76.4
8 am	59.0	61.9	—	—	69.4	69.8
9 am	58.6	61.4	—	—	—	—
10 am	59.3	62.1	—	—	—	—
11 am	60.5	62.9	—	60.2	—	—
12 pm	59.1	61.6	57.5	—	—	—

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1 pm	59.5	63.0	—	—	—	—
2 pm	57.5	59.8	—	—	—	—
3 pm	57.7	61.0	—	—	—	—
4 pm	59.0	61.9	—	—	—	—
5 pm	60.0	62.9	—	—	—	—
6 pm	59.8	62.6	—	—	—	—
7 pm**	60.3	61.7	—	—	—	—
8 pm**	59.3	62.0	—	—	—	—
9 pm**	55.9	60.8	—	—	—	—
10 pm*	55.4	60.9	—	—	—	—
11 pm*	53.2	60.3	—	—	—	—
Ldn	65.4	68.3	—	—	—	—
CNEL	65.6	68.6	—	—	71.5 ^b	78.4 ^b
Loudest hour Leq	60.6	62.0	59.3 ^c	62.0 ^c	69.5	76.4
<p>*When Ldn and CNEL are calculated, a +10 dB penalty is added to these hourly levels.</p> <p>**When CNEL is calculated, a +5 dB penalty is added to these hourly levels.</p> <p>^a Measured by AECOM.</p> <p>^b Estimated based on the following equation: loudest hour Leq + 2 dB (FHWA Noise Measurement Handbook, assuming Ldn is a good approximation of CNEL). Since the dominant noise source at these two receivers is road noise, the FHWA estimate was applied.</p> <p>^c Adjusted to loudest hour using closest LT data.</p>						



Figure B-1: Site ST-3, Sci-ARC, Top of Stairs Measurement Position



Figure B-2: Site ST-4, 6th and Santa Fe Ave, Measurement Position Representing Southern End of Project

B.2 NOISE LEVELS FOR VARIOUS SOURCES

Noise was measured at two additional locations, in the parking lot between One Santa Fe Apartments and the Maintenance Facility as seen in Figure B-3.

Rapid transit train horns are sounded in the yard prior to vehicle movement. Several horn soundings were captured during data collection. A representative event with three short soundings was used to establish a reference SEL. Corrected to 50 feet, the SEL is 66.1 dBA.

A public address (PA) system is used throughout the train yard, mounted on light poles (estimated to be on every other light pole). Noise from the PA system at the train yard was captured during data collection. The events were extracted and averaged to obtain a representative SEL of 71.0 dBA at 50 feet. The PA system was observed to be used 4 times per hour.

Road traffic noise was measured adjacent to Santa Fe Ave. Interfering noise sources (such as train pass-by events and aircraft flyovers) were removed from the data to determine road traffic noise levels from Santa Fe Ave. at ST-3 and ST-4. Road traffic noise levels were determined to be 69.6 dBA for ST-3 (northern portion of the project) and 70.3 dBA for ST-4 (southern portion of the project), loudest hour Leq.

Aircraft noise was measured in the vicinity of One Santa Fe Apartments. Aircraft flyover events were extracted and averaged to obtain a representative SEL of 74.7 dBA that applies to the whole project area. There were 15 flyovers in one hour.

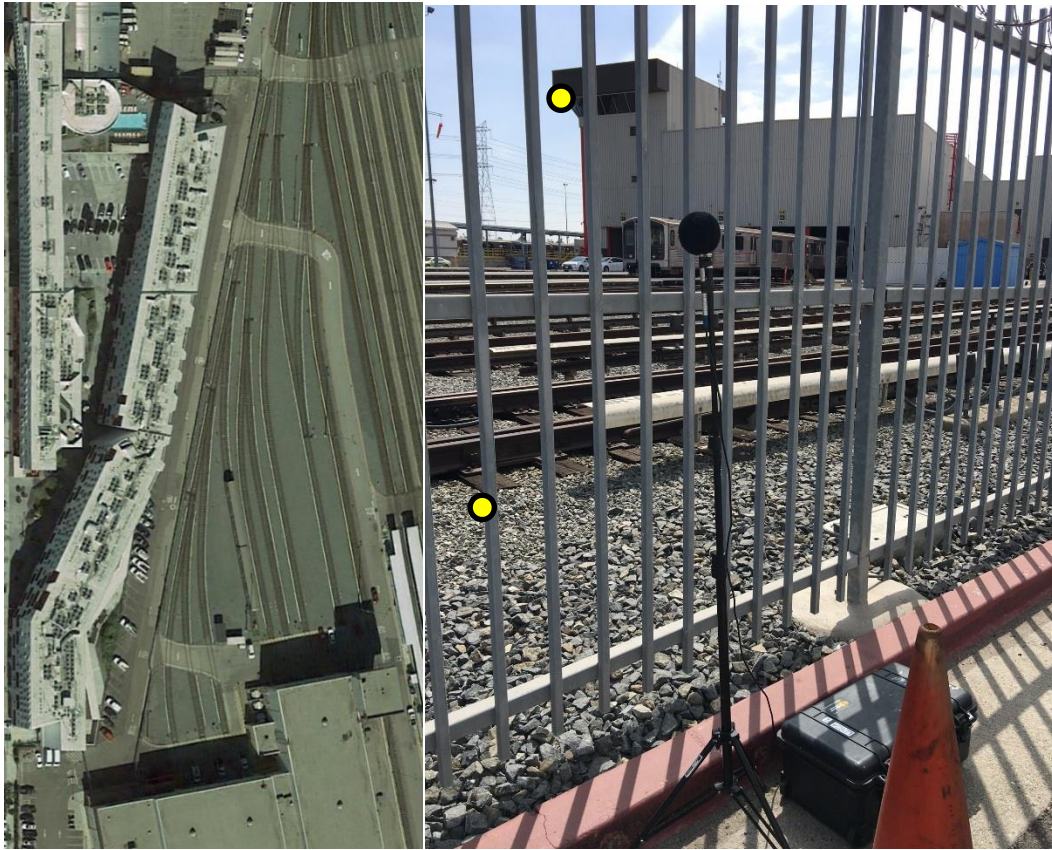


Figure B-3: Additional Short-Term Measurements in Parking Lot between Maintenance Facility and One Santa Fe Apartments

APPENDIX C SENSITIVE RECEIVER INVENTORY

C.1 TABLE OF INFORMATION FOR SENSITIVE RECEIVERS

This section describes the sensitive receivers discussed in this report. The sensitive land uses were identified within a screening area of 350 feet (one slightly farther due to direct line of site and lower noise limits) from the proposed alignment and grouped based on similar acoustic environments. Table C-1 lists information associated with each receiver and corresponding parameters used in the analysis. Table 5-1 and Table 5-2 list impacts, or lack thereof, associated with each receiver.

Table C-1: Sensitive Receiver Inventory

ID	Description	Distance to Near Track (feet) Noise^a	Distance to Near Track (feet) Vibration^b	FTA Category	Type^c	Extra Elements Included in Analysis
R-1	One Santa Fe (north bldg - north end)	120 storage yard	65 storage yard	2 - residential	MF	Crossover, TPSS
R-2	One Santa Fe (north bldg - mid)	85 storage yard	10 storage yard	2 - residential	MF	Crossover, TPSS
R-3	One Santa Fe (north bldg - south end)	80 storage yard	10 storage yard	2 - residential	MF	Crossover
R-4	One Santa Fe (north bldg - south end, shielded)	105 storage yard	60 storage yard	2 - residential	MF	Crossover
R-5	One Santa Fe (south bldg - north end)	50 yard track	40 yard track	2 - residential	MF	Crossover
R-6	One Santa Fe (south bldg - mid)	50 yard track	40 yard track	2 - residential	MF	Crossover
R-7	One Santa Fe (south bldg - south end)	65 yard track	40 yard track	2 - residential	MF	Crossover
R-A	One Santa Fe, BBQ	85 storage yard	10 storage yard	3 - institutional	REC	Crossover
R-B	One Santa Fe, Pool/Spa	60 storage yard	40 storage yard	3 - institutional	REC	Crossover
R-C	Sci-Arc, 360 E 3rd St (north end)	215 storage yard	150 storage yard	3 - institutional	SC	Crossover
R-D	Sci-Arc, 360 E 3rd St (center)	260 yard track	230 yard track	3 - institutional	SC	Crossover
R-E	Sci-Arc, 360 E 3rd St (south end)	260 yard track	230 yard track	3 - institutional	SC	Crossover

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ID	Description	Distance to Near Track (feet) Noise ^a	Distance to Near Track (feet) Vibration ^b	FTA Category	Type ^c	Extra Elements Included in Analysis
R-F	Willow Studios, 1350 Palmetto St	410 yard/turnback track	410 yard/turnback track	1 - studio	ST	Crossover

^a Since noise limits are based on the accumulation of several noise sources from different tracks over time, distance applied to the near track is the average of several grouped to represent a near track, other than for ID F, where the distance applied is the nearest track. Only the closest one applied is listed, with a description of which track type to which it applies. Other distances are applied to other track types, where multiple tracks types (e.g., storage yard, yard tracks, turnback tracks, etc.) are included in the analysis.

^b Since vibration limits are based on the maximum level, only the nearest track distance is applied, representing worst case. Only the closest one applied is listed, with a description of which track type to which it applies. Other distances are applied to other track types, where multiple tracks types (e.g., storage yard, yard tracks, turnback tracks, etc.) are included in the analysis.

^c MF = multifamily, REC = recreational, SC = school, ST = film studio

C.2 PLAN VIEWS OF ALIGNMENT WITH SENSITIVE RECEIVERS AND MEASUREMENT SITES

This section contains maps of the project area near noise and vibration sensitive receivers. Sensitive receivers and measurement sites are indicated.

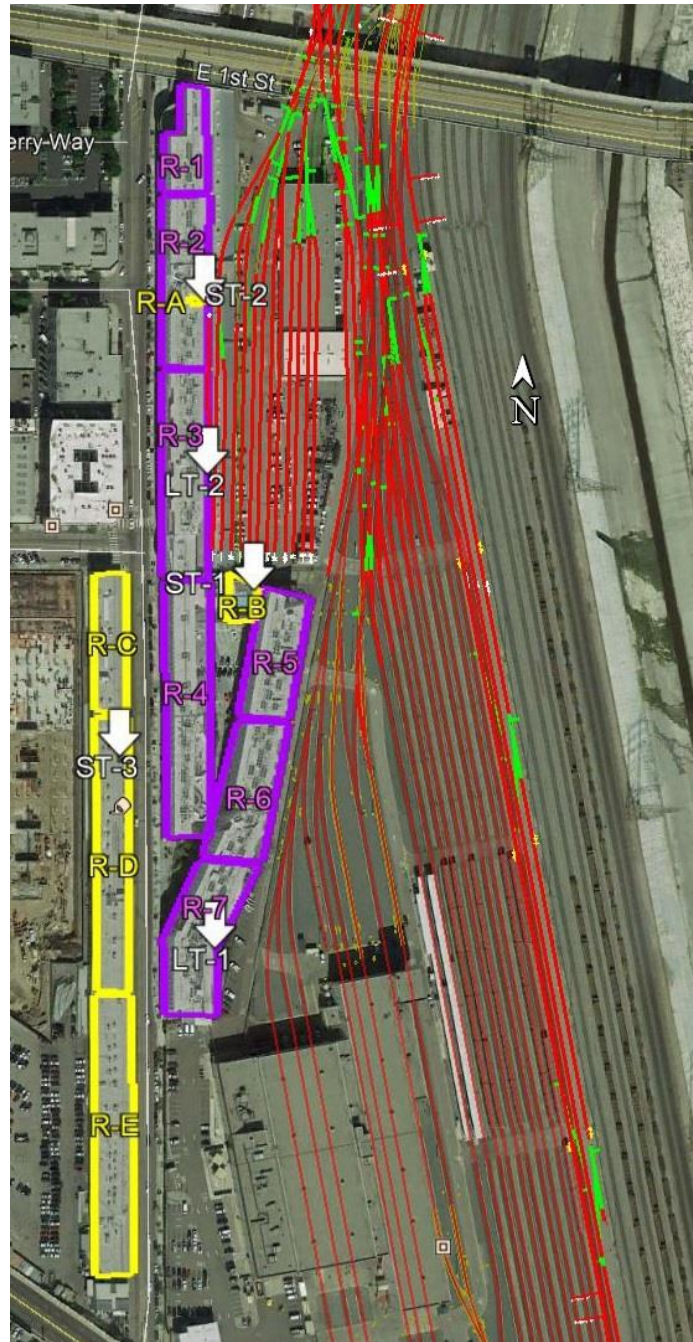


Figure C-1: Sensitive Receivers and Measurement Locations (Northern Portion)



Figure C-2: Sensitive Receivers and Measurement Locations (Southern Portion)

APPENDIX D MITIGATION FOR SWITCHES

The banging that occurs when transit car wheels pass through switches is generally found to increase groundborne vibration and noise levels. Almost all of the increase in groundborne vibration and airborne noise occurs as the wheels pass through frogs. There are several alternatives to typical rail-bound manganese (RBM) frogs that will result in lower vibration and noise levels:

RBM frogs: The common rail-bound manganese (RBM) frog is designed for main line freight track but is often used on transit systems. Wheel impacts as wheels cross the gap in the rail and when wheels hit the frog point typically increase noise levels by approximately 6 dBA and vibration levels by approximately 10 VdB. The actual increase will depend on the condition of the frog, how smoothly the wheel load is transferred from one side of the rail gap to the other, whether the movement over the frog is a straight-through or diverting move and the distance from the frog. Conceptually, higher number frogs have a smaller angle between the rails and the transition over the gap is distributed over a greater distance, so the additional noise and vibration levels should be lower. We are not aware of any measurement results that confirm that higher number frogs generate less noise and vibration than lower number frogs. A low-noise/vibration option for RBM frogs is to design one with a conformal top. This reduces the changes in elevation of the vehicle axle by producing a top running surface that mimics the wheel contact patch as much as possible.

Monoblock frogs: Monoblock frogs are basically milled out of a single block of steel. Because they are machined rather than cast, the tolerances can be tighter. Monoblock frogs are generally thought to create less noise and vibration than RBM frogs. Based on informal measurement that ATS performed at the PATH commuter rail system in New Jersey, it appears that the increase in noise and vibration levels with a good-condition monoblock frog is about half of that with a standard RBM frog. For extra measure, a monoblock frog can be designed with a conformal top. This reduces the changes in elevation of the vehicle axle by producing a top running surface that mimics the wheel contact patch as much as possible.

Flange-bearing frogs: Well-designed and maintained, flange-bearing frogs can generate much less noise and vibration than standard RBM frogs. If the ramps are too short and/or the frogs are not properly maintained, the noise and vibration benefits may be marginal. The recommended length of the ramp in the frog is a minimum of 2 feet. AREMA standards suggest a speed limit of 24 km/h for flange-bearing frogs on transit systems, so special approval may be necessary to operate at higher speeds if a flange-bearing frog is used,

One-way low-speed (OWL) frogs: OWL frogs are designed for use when traffic in the diverting direction is infrequent and low speed. Most OWL designs are flange bearing in the diverting direction and have no break in the rail in the main line direction. These are often referred to as “jump frogs” because in the diverting direction the wheels are lifted up and over the rail with some form of flange-bearing ramps. A Vossloh representative said that the cost of their OWL is about \$3,000 more than a standard RBM frog and about the same as a monoblock frog. Because the rail is solid in the main line direction, there would be little or no increase in noise and vibration. Vossloh, Progress Rail and Nortrak all have variants of OWL jump frogs.

Spring rail and moveable point frogs: These frogs can be substantially more expensive in terms of parts, installation and maintenance. When properly designed, installed and maintained, there can be only a marginal increase in noise and vibration levels with spring rail and moveable point frogs.

APPENDIX E CONSTRUCTION NOISE AND VIBRATION PREDICTIONS

This appendix provides detailed information on the construction noise and vibration predictions. Section E.1 tabulates the Lmax and Leq noise levels at each receiver for each construction or demolition operation, broken into phases (where applicable). Results are shown for individual pieces of machinery as well as an energy-summed total for each operation/phase. Noise predictions were generated using the FHWA's Roadway Noise Construction Model (RCNM) and are presented in A-weighted decibels (dBA).

Section E.2 tabulates the PPV (in/sec) and Lv (VdB) vibration levels at each receiver for each construction or demolition operation, broken into phases (where applicable). Results are shown for individual pieces of machinery as well as the maximum value for each operation/phase. Vibration predictions were generated using reference values from the FTA Guidance 2006 and Dowding 2009. Reference vibration values for the equipment pieces in use are available in Table 7-9.

E.1 NOISE PREDICTIONS

Table E-1: Building Demolition Noise Predictions for Category 2 Receivers

Equipment	One Santa Fe North Bldg (1)		One Santa Fe North Bldg (2)		One Santa Fe North Bldg (3)		One Santa Fe North Bldg (4) ^a		One Santa Fe South Bldg (5)		One Santa Fe South Bldg (6) ^b		One Santa Fe South Bldg (7) ^b	
	12 ft ^c		12 ft ^c		12 ft ^c		12 ft ^c		57 ft		246 ft		488 ft	
	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Excavator	93.1	89.1	93.1	89.1	93.1	89.1	78.1	74.1	79.6	75.6	61.9	57.9	55.9	51.9
Backhoe	90	86	90	86	90	86	75	71	76.4	72.4	58.7	54.7	52.8	48.8
Front End Loader	91.5	87.5	91.5	87.5	91.5	87.5	76.5	72.5	78	74	60.3	56.3	54.3	50.3
Dump Truck	88.8	84.9	88.8	84.9	88.8	84.9	73.8	69.9	75.3	71.3	57.6	53.6	51.7	47.7
Mounted Impact Hammer	102.7	95.7	102.7	95.7	102.7	95.7	87.7	80.7	89.1	82.2	71.4	64.5	65.5	58.5
Shears (on backhoe)	108.6	104.6	108.6	104.6	108.6	104.6	93.6	89.6	95.1	91.1	77.4	73.4	71.4	67.4
Grapple (on backhoe)	99.4	95.4	99.4	95.4	99.4	95.4	84.4	80.4	85.9	81.9	68.2	64.2	62.2	58.2
Dozer	94.1	90.1	94.1	90.1	94.1	90.1	79.1	75.1	80.5	76.6	62.8	58.9	56.9	52.9
TOTAL	108.6	105.9	108.6	105.9	108.6	105.9	93.6	90.9	95.1	92.4	77.4	74.7	71.4	68.8

Note: Lmax and Leq values are dBA

^a 15dBA shielding factor added - RCNM user's guide recommends this factor "if a building stands between the noise source and receiver and completely shields the noise source."

^b 5dBA shielding factor added - RCNM user's guide recommends this factor "if the noise source is... completely shielded with a solid barrier... [which] has some gaps in it."

^c Vertical distance to nearest residential unit is used for locations where horizontal distance is 0 feet.

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Appendix E - Construction Noise and Vibration Predictions

Table E-2: Building Demolition Noise Predictions for Category 1 & 3 Receivers

	One Santa Fe BBQ (A)		One Santa Fe Pool/Spa (B)		SCI-Arc North End (C) ^a		SCI-Arc Middle (D) ^a		SCI-Arc South End (E) ^a		Willow Studios (F)	
	24 ft ^c		24 ft ^c		143 ft		293 ft		730 ft		n/a	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Excavator	87.1	83.1	87.1	83.1	61.6	57.6	55.4	51.4	47.4	43.4	-	-
Backhoe	83.9	80	83.9	80	58.4	54.5	52.2	48.2	44.3	40.3	-	-
Front End Loader	85.5	81.5	85.5	81.5	60	56	53.8	49.8	45.8	41.8	-	-
Dump Truck	82.8	78.8	82.8	78.8	57.3	53.3	51.1	47.1	43.2	39.2	-	-
Mounted Impact Hammer	96.7	89.7	96.7	89.7	71.2	64.2	64.9	57.9	57	50	-	-
Shears (on backhoe)	102.6	98.6	102.6	98.6	77.1	73.1	70.8	66.9	62.9	58.9	-	-
Grapple (on backhoe)	93.4	89.4	93.4	89.4	67.9	63.9	61.6	57.7	53.7	49.7	-	-
Dozer	88	84.1	88	84.1	62.5	58.6	56.3	52.3	48.4	44.4	-	-
TOTAL	102.6	99.9	102.6	99.9	77.1	74.4	70.8	68.2	62.9	60.3	-	-

Note: Lmax and Leq values are dBA

^a 15dBA shielding factor added - RCNM user's guide recommends this factor "if a building stands between the noise source and receiver and completely shields the noise source."

^b 5dBA shielding factor added - RCNM user's guide recommends this factor "if the noise source is... completely shielded with a solid barrier... [which] has some gaps in it."

^c Vertical distance to receiver is used for locations where horizontal distance is 0 feet.

Table E-3: Concrete Demolition Noise Predictions for Category 2 Receivers

	One Santa Fe North Bldg (1)		One Santa Fe North Bldg (2)		One Santa Fe North Bldg (3)		One Santa Fe North Bldg (4) ^a		One Santa Fe South Bldg (5)		One Santa Fe South Bldg (6) ^b		One Santa Fe South Bldg (7) ^b	
	24 ft ^c		24 ft ^c		24 ft ^c		24 ft ^c		24 ft		246 ft		488 ft	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Jackhammer	95.3	88.3	95.3	88.3	95.3	88.3	80.3	73.3	95.3	88.3	70.1	63.1	64.1	57.1
Concrete Saw	96	89	96	89	96	89	81	74	96	89	70.7	63.8	64.8	57.8
Mounted Impact Hammer (hoe ram)	96.7	89.7	96.7	89.7	96.7	89.7	81.7	74.7	96.7	89.7	71.4	64.5	65.5	58.5
Hydra Break Ram	96.4	86.4	96.4	86.4	96.4	86.4	81.4	71.4	96.4	86.4	71.2	61.2	65.2	55.2
Pavement Scarafier	95.9	88.9	95.9	88.9	95.9	88.9	80.9	73.9	95.9	88.9	70.7	63.7	64.7	57.7
Front End Loader	85.5	81.5	85.5	81.5	85.5	81.5	70.5	66.5	85.5	81.5	60.3	56.3	54.3	50.3
Dump Truck	82.8	78.8	82.8	78.8	82.8	78.8	67.8	63.8	82.8	78.8	57.6	53.6	51.7	47.7

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Equipment	One Santa Fe North Bldg (1)		One Santa Fe North Bldg (2)		One Santa Fe North Bldg (3)		One Santa Fe North Bldg (4) ^a		One Santa Fe South Bldg (5)		One Santa Fe South Bldg (6) ^b		One Santa Fe South Bldg (7) ^b	
	24 ft ^c		24 ft ^c		24 ft ^c		24 ft ^c		24 ft		246 ft		488 ft	
	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Grapple (on backhoe)	93.4	89.4	93.4	89.4	93.4	89.4	78.4	74.4	93.4	89.4	68.2	64.2	62.2	58.2
Backhoe	83.9	80	83.9	80	83.9	80	68.9	65	83.9	80	58.7	54.7	52.8	48.8
TOTAL	96.7	96.8	96.7	96.8	96.7	96.8	81.7	81.8	96.7	96.8	71.4	71.6	65.5	65.6

Note: Lmax and Leq values are dBA

^a 15dBA shielding factor added - RCNM user's guide recommends this factor "if a building stands between the noise source and receiver and completely shields the noise source."

^b 5dBA shielding factor added - RCNM user's guide recommends this factor "if the noise source is... completely shielded with a solid barrier... [which] has some gaps in it."

^c Vertical distance to nearest residential unit is used for locations where horizontal distance is 0 feet.

Table E-4: Concrete Demolition Noise Predictions for Category 1 & 3 Receivers

Equipment	One Santa Fe BBQ (A)		One Santa Fe Pool/Spa (B)		SCI-Arc North End (C) ^a		SCI-Arc Middle (D) ^a		SCI-Arc South End (E) ^a		Willow Studios (F)	
	36 ft ^c		36 ft ^c		143 ft		293 ft		730 ft		n/a	
	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Jackhammer	91.7	84.8	91.7	84.8	64.8	57.8	58.5	51.5	50.6	43.6	-	-
Concrete Saw	92.4	85.4	92.4	85.4	65.5	58.5	59.2	52.2	51.3	44.3	-	-
Mounted Impact Hammer (hoe ram)	93.1	86.1	93.1	86.1	66.2	59.2	59.9	52.9	52	45	-	-
Hydra Break Ram	92.9	82.9	92.9	82.9	65.9	55.9	59.6	49.6	51.7	41.7	-	-
Pavement Scarafier	92.4	85.4	92.4	85.4	65.4	58.4	59.1	52.2	51.2	44.2	-	-
Front End Loader	82	78	82	78	55	51	48.8	44.8	40.8	36.8	-	-
Dump Truck	79.3	75.3	79.3	75.3	52.3	48.3	46.1	42.1	38.2	34.2	-	-
Grapple (on backhoe)	89.9	85.9	89.9	85.9	62.9	58.9	56.6	52.7	48.7	44.7	-	-
Backhoe	80.4	76.4	80.4	76.4	53.4	49.5	47.2	43.2	39.3	35.3	-	-
TOTAL	93.1	93.3	93.1	93.3	66.2	66.3	59.9	60.1	52	52.1	-	-

Note: Lmax and Leq values are dBA

^a 15dBA shielding factor added - RCNM user's guide recommends this factor "if a building stands between the noise source and receiver and completely shields the noise source."

^b 5dBA shielding factor added - RCNM user's guide recommends this factor "if the noise source is... completely shielded with a solid barrier... [which] has some gaps in it."

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	One Santa Fe BBQ (A)		One Santa Fe Pool/Spa (B)		SCI-Arc North End (C) ^a		SCI-Arc Middle (D) ^a		SCI-Arc South End (E) ^a		Willow Studios (F)	
	36 ft ^c		36 ft ^c		143 ft		293 ft		730 ft		n/a	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq

^c Vertical distance to receiver is used for locations where horizontal distance is 0 feet.

Table E-5: Asphalt Road Construction Noise Predictions for Category 2 Receivers

Equipment	One Santa Fe North Bldg (1)		One Santa Fe North Bldg (2)		One Santa Fe North Bldg (3)		One Santa Fe North Bldg (4) ^a		One Santa Fe South Bldg (5)		One Santa Fe South Bldg (6) ^b		One Santa Fe South Bldg (7) ^b	
	52 ft		131 ft		416 ft		770 ft		770 ft		998 ft		1238 ft	
	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Scraper	83.2	79.3	75.2	71.2	65.2	61.2	44.8	40.9	59.8	55.9	52.6	48.6	50.7	46.7
Dozer	81.3	77.3	73.3	69.3	63.3	59.3	42.9	38.9	57.9	53.9	50.7	46.7	48.8	44.8
Grader	84.7	80.7	76.6	72.7	66.6	62.6	46.2	42.3	61.2	57.3	54	50	52.1	48.1
Front End Loader	78.8	74.8	70.7	66.8	60.7	56.7	40.4	36.4	55.4	51.4	48.1	44.1	46.2	42.3
Phase 1 SUBTOTAL	84.7	84.6	76.6	76.5	66.6	66.5	46.2	46.1	61.2	61.1	54	53.9	52.1	52
Compactor (ground)	82.9	75.9	74.9	67.9	64.8	57.8	44.5	37.5	59.5	52.5	52.2	45.2	50.4	43.4
Roller	79.7	72.7	71.6	64.6	61.6	54.6	41.2	34.3	56.2	49.3	49	42	47.1	40.1
Paver	76.9	73.9	68.9	65.8	58.8	55.8	38.5	35.5	53.5	50.5	46.2	43.2	44.3	41.3
Drum Mixer	79.7	76.6	71.6	68.6	61.6	58.6	41.2	38.2	56.2	53.2	49	46	47.1	44.1
Phase 2 SUBTOTAL	82.9	81.1	74.9	73	64.8	63	44.5	42.7	59.5	57.7	52.2	50.4	50.4	48.5

Note: Lmax and Leq values are dBA

^a 15dBA shielding factor added - RCNM user's guide recommends this factor "if a building stands between the noise source and receiver and completely shields the noise source."

^b 5dBA shielding factor added - RCNM user's guide recommends this factor "if the noise source is... completely shielded with a solid barrier... [which] has some gaps in it."

Table E-6: Asphalt Road Construction Noise Predictions for Category 1 & 3 Receivers

Equipment	One Santa Fe BBQ (A)		One Santa Fe Pool/Spa (B)		SCI-Arc North End (C) ^a		SCI-Arc Middle (D) ^a		SCI-Arc South End (E) ^a		Willow Studios (F)	
	302 ft		753 ft		776 ft		1015 ft		1475 ft		n/a	
	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Scraper	68	64	60	56	44.8	40.8	42.4	38.5	39.2	35.2	-	-
Dozer	66	62.1	58.1	54.1	42.9	38.9	40.5	36.5	37.3	33.3	-	-

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	One Santa Fe BBQ (A)		One Santa Fe Pool/Spa (B)		SCI-Arc North End (C) ^a		SCI-Arc Middle (D) ^a		SCI-Arc South End (E) ^a		Willow Studios (F)	
	302 ft		753 ft		776 ft		1015 ft		1475 ft		n/a	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Grader	69.4	65.4	61.4	57.5	46.2	42.2	43.9	39.9	40.6	36.6	-	-
Front End Loader	63.5	59.5	55.6	51.6	40.3	36.3	38	34	34.7	30.7	-	-
Phase 1 SUBTOTAL	69.4	69.3	61.4	61.3	46.2	46.1	43.9	43.8	40.6	40.5	-	-
Compactor (ground)	67.6	60.6	59.7	52.7	44.4	37.4	42.1	35.1	38.8	31.8	-	-
Roller	64.4	57.4	56.4	49.5	41.2	34.2	38.9	31.9	35.6	28.6	-	-
Paver	61.6	58.6	53.7	50.7	38.4	35.4	36.1	33.1	32.8	29.8	-	-
Drum Mixer	64.4	61.4	56.4	53.4	41.2	38.2	38.9	35.8	35.6	32.6	-	-
Phase 2 SUBTOTAL	67.6	65.8	59.7	57.9	44.4	42.6	42.1	40.3	38.8	37	-	-

Note: Lmax and Leq values are dBA

^a 15dBA shielding factor added - RCNM user's guide recommends this factor "if a building stands between the noise source and receiver and completely shields the noise source."

^b 5dBA shielding factor added - RCNM user's guide recommends this factor "if the noise source is... completely shielded with a solid barrier... [which] has some gaps in it."

Table E-7: Storage Track Construction Noise Predictions for Category 2 Receivers

Equipment	One Santa Fe North Bldg (1)		One Santa Fe North Bldg (2)		One Santa Fe North Bldg (3)		One Santa Fe North Bldg (4) ^a		One Santa Fe South Bldg (5)		One Santa Fe South Bldg (6) ^b		One Santa Fe South Bldg (7) ^b	
	65 ft		5 ft		5 ft		60 ft		65 ft		281 ft		520 ft	
	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Backhoe	75.3	71.3	97.6	93.6	97.6	93.6	61	57	75.3	71.3	57.6	53.6	52.2	48.2
Grapple (on backhoe)	84.7	80.7	107	103	107	103	70.4	66.4	84.7	80.7	67	63	61.7	57.7
Excavator	78.4	74.5	100.7	96.7	100.7	96.7	64.1	60.1	78.4	74.5	60.7	56.7	55.4	51.4
Compactor (ground)	81	74	103.2	96.2	103.2	96.2	66.6	59.7	81	74	63.2	56.2	57.9	50.9
Phase 1 SUBTOTAL	84.7	82.7	107	104.9	107	104.9	70.4	68.4	84.7	82.7	67	65	61.7	59.6
Dump Truck	74.2	70.2	96.5	92.5	96.5	92.5	59.9	55.9	74.2	70.2	56.5	52.5	51.1	47.1
Dozer	79.4	75.4	101.7	97.7	101.7	97.7	65.1	61.1	79.4	75.4	61.7	57.7	56.3	52.3
Welder / Torch	71.7	67.7	94	90	94	90	57.4	53.4	71.7	67.7	54	50	48.7	44.7
Roller	77.7	70.7	100	93	100	93	63.4	56.4	77.7	70.7	60	53	54.7	47.7
Phase 2 SUBTOTAL	79.4	78	101.7	100.3	101.7	100.3	65.1	63.7	79.4	78	61.7	60.3	56.3	54.9

Note: Lmax and Leq values are dBA

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	One Santa Fe North Bldg (1)		One Santa Fe North Bldg (2)		One Santa Fe North Bldg (3)		One Santa Fe North Bldg (4) ^a		One Santa Fe South Bldg (5)		One Santa Fe South Bldg (6) ^b		One Santa Fe South Bldg (7) ^b	
	65 ft		5 ft		5 ft		60 ft		65 ft		281 ft		520 ft	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
^a 15dBA shielding factor added - RCNM user's guide recommends this factor "if a building stands between the noise source and receiver and completely shields the noise source." ^b 5dBA shielding factor added - RCNM user's guide recommends this factor "if the noise source is... completely shielded with a solid barrier... [which] has some gaps in it."														

Table E-8: Storage Track Construction Noise Predictions for Category 1 & 3 Receivers

Equipment	One Santa Fe BBQ (A)		One Santa Fe Pool/Spa (B)		SCI-Arc North End (C) ^a		SCI-Arc Middle (D) ^a		SCI-Arc South End (E) ^a		Willow Studios (F)	
	5 ft		40 ft		150 ft		320 ft		765 ft		n/a	
	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Backhoe	97.6	93.6	79.5	75.5	53	49	46.4	42.5	38.9	34.9	-	-
Grapple (on backhoe)	107	103	88.9	85	62.5	58.5	55.9	51.9	48.3	44.3	-	-
Excavator	100.7	96.7	82.6	78.7	56.2	52.2	49.6	45.6	42	38	-	-
Compactor (ground)	103.2	96.2	85.2	78.2	58.7	51.7	52.1	45.1	44.5	37.5	-	-
Phase 1 SUBTOTAL	107	104.9	88.9	86.9	62.5	60.4	55.9	53.8	48.3	46.3	-	-
Dump Truck	96.5	92.5	78.4	74.4	51.9	47.9	45.3	41.3	37.8	33.8	-	-
Dozer	101.7	97.7	83.6	79.6	57.1	53.1	50.5	46.6	43	39	-	-
Welder / Torch	94	90	75.9	72	49.5	45.5	42.9	38.9	35.3	31.3	-	-
Roller	100	93	81.9	74.9	55.5	48.5	48.9	41.9	41.3	34.3	-	-
Phase 2 SUBTOTAL	101.7	100.3	83.6	82.2	57.1	55.7	50.5	49.1	43	41.6	-	-

Note: Lmax and Leq values are dBA

^a 15dBA shielding factor added - RCNM user's guide recommends this factor "if a building stands between the noise source and receiver and completely shields the noise source."

^b 5dBA shielding factor added - RCNM user's guide recommends this factor "if the noise source is... completely shielded with a solid barrier... [which] has some gaps in it."

Table E-9: Yard Track Construction Noise Predictions for Category 2 Receivers

Equipment	One Santa Fe North Bldg (1)		One Santa Fe North Bldg (2)		One Santa Fe North Bldg (3)		One Santa Fe North Bldg (4) ^a		One Santa Fe South Bldg (5)		One Santa Fe South Bldg (6)		One Santa Fe South Bldg (7)	
	200 ft		230 ft		225 ft		220 ft		60 ft		130 ft		257 ft	
	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Backhoe	65.5	61.5	64.3	60.3	64.5	60.5	49.7	45.7	76	72	69.3	65.3	63.3	59.4
Grapple (on backhoe)	75	71	73.7	69.8	73.9	70	59.1	55.2	85.4	81.4	78.7	74.7	72.8	68.8
Excavator	68.7	64.7	67.5	63.5	67.6	63.7	52.8	48.9	79.1	75.1	72.4	68.4	66.5	62.5
Compactor (ground)	71.2	64.2	70	63	70.2	63.2	55.4	48.4	81.6	74.7	74.9	67.9	69	62
Phase 1 SUBTOTAL	75	72.9	73.7	71.7	73.9	71.9	59.1	57.1	85.4	83.4	78.7	76.6	72.8	70.7
Dump Truck	64.4	60.4	63.2	59.2	63.4	59.4	48.6	44.6	74.9	70.9	68.2	64.2	62.2	58.3
Dozer	69.6	65.6	68.4	64.4	68.6	64.6	53.8	49.8	80.1	76.1	73.4	69.4	67.5	63.5
Welder / Torch	62	58	60.7	56.8	60.9	57	46.1	42.2	72.4	68.4	65.7	61.7	59.8	55.8
Roller	68	61	66.7	59.8	66.9	59.9	52.1	45.1	78.4	71.4	71.7	64.7	65.8	58.8
Phase 2 SUBTOTAL	69.6	68.2	68.4	67	68.6	67.2	53.8	52.4	80.1	78.7	73.4	72	67.5	66.1

Note: Lmax and Leq values are dBA

^a 15dBA shielding factor added - RCNM user's guide recommends this factor "if a building stands between the noise source and receiver and completely shields the noise source."

Table E-10: Yard Track Construction Noise Predictions for Category 1 & 3 Receivers

Equipment	One Santa Fe BBQ (A)		One Santa Fe Pool/Spa (B)		SCI-Arc North End (C) ^a		SCI-Arc Middle (D) ^a		SCI-Arc South End (E) ^a		Willow Studios (F)	
	230 ft		120 ft		340 ft		400 ft		560 ft		415 ft	
	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Backhoe	64.3	60.3	70	66	45.9	41.9	44.5	40.5	41.6	37.6	59.2	55.2
Grapple (on backhoe)	73.7	69.8	79.4	75.4	55.3	51.4	53.9	50	51	47	68.6	64.6
Excavator	67.5	63.5	73.1	69.1	49.1	45.1	47.6	43.7	44.7	40.7	62.3	58.3
Compactor (ground)	70	63	75.6	68.6	51.6	44.6	50.2	43.2	47.2	40.3	64.8	57.9
Phase 1 SUBTOTAL	73.7	71.7	79.4	77.3	55.3	53.3	53.9	51.9	51	49	68.6	66.6
Dump Truck	63.2	59.2	68.8	64.9	44.8	40.8	43.4	39.4	40.5	36.5	58.1	54.1
Dozer	68.4	64.4	74.1	70.1	50	46	48.6	44.6	45.7	41.7	63.3	59.3
Welder / Torch	60.7	56.8	66.4	62.4	42.3	38.4	40.9	37	38	34	55.6	51.6
Roller	66.7	59.8	72.4	65.4	48.3	41.4	46.9	39.9	44	37	61.6	54.6
Phase 2 SUBTOTAL	68.4	67	74.1	72.7	50	48.6	48.6	47.2	45.7	44.3	63.3	61.9

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	One Santa Fe BBQ (A)		One Santa Fe Pool/Spa (B)		SCI-Arc North End (C) ^a		SCI-Arc Middle (D) ^a		SCI-Arc South End (E) ^a		Willow Studios (F)	
	230 ft		120 ft		340 ft		400 ft		560 ft		415 ft	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Note: Lmax and Leq values are dBA												
^a 15dBA shielding factor added - RCNM user's guide recommends this factor "if a building stands between the noise source and receiver and completely shields the noise source."												
^b 5dBA shielding factor added - RCNM user's guide recommends this factor "if the noise source is... completely shielded with a solid barrier... [which] has some gaps in it."												

E.2 VIBRATION PREDICTIONS

Table E-11: Building Demolition Vibration Predictions for Category 2 Receivers

Equipment	One Santa Fe North Bldg (1)		One Santa Fe North Bldg (2)		One Santa Fe North Bldg (3)		One Santa Fe North Bldg (4)		One Santa Fe South Bldg (5)		One Santa Fe South Bldg (6)		One Santa Fe South Bldg (7)	
	5 ft ^a		5 ft ^a		5 ft ^a		5 ft ^a		57 ft		246 ft		488 ft	
	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv
Excavator	0.980	108.0	0.980	108.0	0.980	108.0	0.980	108.0	0.025	76.3	0.003	57.2	0.001	48.3
Backhoe	0.980	108.0	0.980	108.0	0.980	108.0	0.980	108.0	0.025	76.3	0.003	57.2	0.001	48.3
Front End Loader	0.032	79.0	0.032	79.0	0.032	79.0	0.032	79.0	0.001	47.3	0.000	28.2	0.000	19.3
Dump Truck	0.854	107.0	0.854	107.0	0.854	107.0	0.854	107.0	0.022	75.3	0.002	56.2	0.001	47.3
Mounted Impact Hammer	0.980	108.0	0.980	108.0	0.980	108.0	0.980	108.0	0.025	76.3	0.003	57.2	0.001	48.3
Shears (on backhoe)	0.980	108.0	0.980	108.0	0.980	108.0	0.980	108.0	0.025	76.3	0.003	57.2	0.001	48.3
Grapple (on backhoe)	0.980	108.0	0.980	108.0	0.980	108.0	0.980	108.0	0.025	76.3	0.003	57.2	0.001	48.3
Dozer	0.980	108.0	0.980	108.0	0.980	108.0	0.980	108.0	0.025	76.3	0.003	57.2	0.001	48.3
MAXIMUM	0.980	108.0	0.980	108.0	0.980	108.0	0.980	108.0	0.025	76.3	0.003	57.2	0.001	48.3

Note: PPV values are in/sec and Lv values are VdB

^a A distance of 5 feet is used for operations where the source is immediately adjacent to the receiver

Table E-12: Building Demolition Vibration Predictions for Category 1 & 3 Receivers

	One Santa Fe BBQ (A)		One Santa Fe Pool/Spa (B)		SCI-Arc North End (C)		SCI-Arc Middle (D)		SCI-Arc South End (E)		Willow Studios (F)	
	5 ft ^a		5 ft ^a		143 ft		293 ft		730 ft		n/a	
Equipment	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv
Excavator	0.980	108.0	0.980	108.0	0.006	64.3	0.002	55.0	0.001	43.1	-	-
Backhoe	0.980	108.0	0.980	108.0	0.006	64.3	0.002	55.0	0.001	43.1	-	-
Front End Loader	0.032	79.0	0.032	79.0	0.000	35.3	0.000	26.0	0.000	14.1	-	-
Dump Truck	0.854	107.0	0.854	107.0	0.006	63.3	0.002	54.0	0.000	42.1	-	-
Mounted Impact Hammer	0.980	108.0	0.980	108.0	0.006	64.3	0.002	55.0	0.001	43.1	-	-
Shears (on backhoe)	0.980	108.0	0.980	108.0	0.006	64.3	0.002	55.0	0.001	43.1	-	-
Grapple (on backhoe)	0.980	108.0	0.980	108.0	0.006	64.3	0.002	55.0	0.001	43.1	-	-
Dozer	0.980	108.0	0.980	108.0	0.006	64.3	0.002	55.0	0.001	43.1	-	-
MAXIMUM	0.980	108.0	0.980	108.0	0.006	64.3	0.002	55.0	0.001	43.1	-	-

Note: PPV values are in/sec and Lv values are VdB
^a A distance of 5 feet is used for operations where the source is immediately adjacent to the receiver

Table E-13: Concrete Demolition Vibration Predictions for Category 2 Receivers

	One Santa Fe North Bldg (1)		One Santa Fe North Bldg (2)		One Santa Fe North Bldg (3)		One Santa Fe North Bldg (4)		One Santa Fe South Bldg (5)		One Santa Fe South Bldg (6)		One Santa Fe South Bldg (7)	
	5 ft ^a		5 ft ^a		5 ft ^a		5 ft ^a		24 ft		246 ft		488 ft	
Equipment	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv
Jackhammer	0.379	100.0	0.379	100.0	0.379	100.0	0.379	100.0	0.036	79.6	0.001	49.2	0.000	40.3
Concrete Saw	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mounted Impact Hammer	0.980	108.0	0.980	108.0	0.980	108.0	0.980	108.0	0.093	87.6	0.003	57.2	0.001	48.3
Hydra Break Ram	1.644	112.3	1.644	112.3	1.644	112.3	1.644	112.3	0.156	91.8	0.005	61.5	0.002	52.6
Pavement Scarafier	1.644	112.3	1.644	112.3	1.644	112.3	1.644	112.3	0.156	91.8	0.005	61.5	0.002	52.6

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	One Santa Fe North Bldg (1)		One Santa Fe North Bldg (2)		One Santa Fe North Bldg (3)		One Santa Fe North Bldg (4)		One Santa Fe South Bldg (5)		One Santa Fe South Bldg (6)		One Santa Fe South Bldg (7)	
	5 ft ^a		5 ft ^a		5 ft ^a		5 ft ^a		24 ft		246 ft		488 ft	
Equipment	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv
Front End Loader	0.032	79.0	0.032	79.0	0.032	79.0	0.032	79.0	0.003	58.6	0.000	28.2	0.000	19.3
Dump Truck	0.854	107.0	0.854	107.0	0.854	107.0	0.854	107.0	0.081	86.6	0.002	56.2	0.001	47.3
Grapple (on backhoe)	0.980	108.0	0.980	108.0	0.980	108.0	0.980	108.0	0.093	87.6	0.003	57.2	0.001	48.3
Backhoe	0.980	108.0	0.980	108.0	0.980	108.0	0.980	108.0	0.093	87.6	0.003	57.2	0.001	48.3
MAXIMUM	1.644	112.3	1.644	112.3	1.644	112.3	1.644	112.3	0.156	91.8	0.005	61.5	0.002	52.6

Note: PPV values are in/sec and Lv values are VdB

^a A distance of 5 feet is used for operations where the source is immediately adjacent to the receiver

Table E-14: Concrete Demolition Vibration Predictions for Category 1 & 3 Receivers

	One Santa Fe BBQ (A)		One Santa Fe Pool/Spa (B)		SCI-Arc North End (C)		SCI-Arc Middle (D)		SCI-Arc South End (E)		Willow Studios (F)	
	5 ft ^a		5 ft ^a		143 ft		293 ft		730 ft		n/a	
Equipment	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv
Jackhammer	0.379	100.0	0.379	100.0	0.002	56.3	0.001	47.0	0.000	35.1	-	-
Concrete Saw	-	-	-	-	-	-	-	-	-	-	-	-
Mounted Impact Hammer	0.980	108.0	0.980	108.0	0.006	64.3	0.002	55.0	0.001	43.1	-	-
Hydra Break Ram	1.644	112.3	1.644	112.3	0.011	68.6	0.004	59.2	0.001	47.3	-	-
Pavement Scarafier	1.644	112.3	1.644	112.3	0.011	68.6	0.004	59.2	0.001	47.3	-	-
Front End Loader	0.032	79.0	0.032	79.0	0.000	35.3	0.000	26.0	0.000	14.1	-	-
Dump Truck	0.854	107.0	0.854	107.0	0.006	63.3	0.002	54.0	0.000	42.1	-	-
Grapple (on backhoe)	0.980	108.0	0.980	108.0	0.006	64.3	0.002	55.0	0.001	43.1	-	-
Backhoe	0.980	108.0	0.980	108.0	0.006	64.3	0.002	55.0	0.001	43.1	-	-
MAXIMUM	0.980	108.0	0.980	108.0	0.006	64.3	0.002	55.0	0.001	43.1	-	-

Note: PPV values are in/sec and Lv values are VdB

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	One Santa Fe BBQ (A)		One Santa Fe Pool/Spa (B)		SCI-Arc North End (C)		SCI-Arc Middle (D)		SCI-Arc South End (E)		Willow Studios (F)	
	5 ft ^a		5 ft ^a		143 ft		293 ft		730 ft		n/a	
Equipment	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv

^a A distance of 5 feet is used for operations where the source is immediately adjacent to the receiver

Table E-15: Asphalt Road Construction Vibration Predictions for Category 2 Receivers

Equipment	One Santa Fe North Bldg (1)		One Santa Fe North Bldg (2)		One Santa Fe North Bldg (3)		One Santa Fe North Bldg (4)		One Santa Fe South Bldg (5)		One Santa Fe South Bldg (6)		One Santa Fe South Bldg (7)	
	52 ft		131 ft		416 ft		770 ft		770 ft		998 ft		1238 ft	
	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv
Scraper	0.029	77.5	0.007	65.5	0.001	50.4	0.001	42.4	0.001	42.4	0.000	39.0	0.000	36.2
Dozer	0.029	77.5	0.007	65.5	0.001	50.4	0.001	42.4	0.001	42.4	0.000	39.0	0.000	36.2
Grader	0.029	77.5	0.007	65.5	0.001	50.4	0.001	42.4	0.001	42.4	0.000	39.0	0.000	36.2
Front End Loader	0.001	48.5	0.000	36.5	0.000	21.4	0.000	13.4	0.000	13.4	0.000	10.0	0.000	7.2
Phase 1 MAXIMUM	0.029	77.5	0.007	65.5	0.001	50.4	0.001	42.4	0.001	42.4	0.000	39.0	0.000	36.2
Compactor (ground)	0.059	83.4	0.015	71.4	0.003	56.3	0.001	48.3	0.001	48.3	0.001	44.9	0.001	42.1
Roller	0.070	84.5	0.017	72.5	0.003	57.4	0.001	49.4	0.001	49.4	0.001	46.0	0.001	43.2
Paver	0.029	77.5	0.007	65.5	0.001	50.4	0.001	42.4	0.001	42.4	0.000	39.0	0.000	36.2
Drum Mixer	0.025	76.5	0.006	64.5	0.001	49.4	0.000	41.4	0.000	41.4	0.000	38.0	0.000	35.2
Phase 2 MAXIMUM	0.070	84.5	0.017	72.5	0.003	57.4	0.001	49.4	0.001	49.4	0.001	46.0	0.001	43.2

Note: PPV values are in/sec and Lv values are VdB

Table E-16: Asphalt Road Construction Vibration Predictions for Category 1 & 3 Receivers

Equipment	One Santa Fe BBQ (A)		One Santa Fe Pool/Spa (B)		SCI-Arc North End (C)		SCI-Arc Middle (D)		SCI-Arc South End (E)		Willow Studios (F)	
	302 ft		753 ft		776 ft		1015 ft		1475 ft		n/a	
	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv
Scraper	0.002	54.6	0.001	42.7	0.001	42.3	0.000	38.8	0.000	33.9	-	-
Dozer	0.002	54.6	0.001	42.7	0.001	42.3	0.000	38.8	0.000	33.9	-	-
Grader	0.002	54.6	0.001	42.7	0.001	42.3	0.000	38.8	0.000	33.9	-	-

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	One Santa Fe BBQ (A)		One Santa Fe Pool/Spa (B)		SCI-Arc North End (C)		SCI-Arc Middle (D)		SCI-Arc South End (E)		Willow Studios (F)	
	302 ft		753 ft		776 ft		1015 ft		1475 ft		n/a	
Equipment	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv
Front End Loader	0.000	25.6	0.000	13.7	0.000	13.3	0.000	9.8	0.000	4.9	-	-
Phase 1 MAXIMUM	0.002	54.6	0.001	42.7	0.001	42.3	0.000	38.8	0.000	33.9	-	-
Compactor (ground)	0.004	60.5	0.001	48.6	0.001	48.2	0.001	44.7	0.000	39.9	-	-
Roller	0.005	61.6	0.001	49.7	0.001	49.3	0.001	45.8	0.000	40.9	-	-
Paver	0.002	54.6	0.001	42.7	0.001	42.3	0.000	38.8	0.000	33.9	-	-
Drum Mixer	0.002	53.6	0.000	41.7	0.000	41.3	0.000	37.8	0.000	32.9	-	-
Phase 2 MAXIMUM	0.005	61.6	0.001	49.7	0.001	49.3	0.001	45.8	0.000	40.9	-	-

Note: PPV values are in/sec and Lv values are VdB

Table E-17: Storage Track Construction Vibration Predictions for Category 2 Receivers

	One Santa Fe North Bldg (1)		One Santa Fe North Bldg (2)		One Santa Fe North Bldg (3)		One Santa Fe North Bldg (4)		One Santa Fe South Bldg (5)		One Santa Fe South Bldg (6)		One Santa Fe South Bldg (7)	
	65 ft		5 ft ^a		5 ft ^a		60 ft		65 ft		281 ft		520 ft	
Equipment	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv
Backhoe	0.021	74.6	0.980	108.0	0.980	108.0	0.024	75.6	0.021	74.6	0.002	55.5	0.001	47.5
Grapple (on backhoe)	0.021	74.6	0.980	108.0	0.980	108.0	0.024	75.6	0.021	74.6	0.002	55.5	0.001	47.5
Excavator	0.021	74.6	0.980	108.0	0.980	108.0	0.024	75.6	0.021	74.6	0.002	55.5	0.001	47.5
Compactor (ground)	0.043	80.5	1.992	113.9	1.992	113.9	0.048	81.6	0.043	80.5	0.005	61.5	0.002	53.4
Phase 1 MAXIMUM	0.043	80.5	1.992	113.9	1.992	113.9	0.048	81.6	0.043	80.5	0.005	61.5	0.002	53.4
Dump Truck	0.018	73.6	0.854	107.0	0.854	107.0	0.021	74.6	0.018	73.6	0.002	54.5	0.001	46.5
Dozer	0.021	74.6	0.980	108.0	0.980	108.0	0.024	75.6	0.021	74.6	0.002	55.5	0.001	47.5
Welder / Torch	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Roller	0.050	81.6	2.340	115.0	2.340	115.0	0.056	82.6	0.050	81.6	0.006	62.5	0.002	54.5

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	One Santa Fe North Bldg (1)		One Santa Fe North Bldg (2)		One Santa Fe North Bldg (3)		One Santa Fe North Bldg (4)		One Santa Fe South Bldg (5)		One Santa Fe South Bldg (6)		One Santa Fe South Bldg (7)	
	65 ft		5 ft ^a		5 ft ^a		60 ft		65 ft		281 ft		520 ft	
Equipment	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv
Phase 2 MAXIMUM	0.050	81.6	2.340	115.0	2.340	115.0	0.056	82.6	0.050	81.6	0.006	62.5	0.002	54.5

Note: PPV values are in/sec and Lv values are VdB

^a A distance of 5 feet is used for operations where the source is immediately adjacent to the receiver

Table E-18: Storage Track Construction Vibration Predictions for Category 1 & 3 Receivers

	One Santa Fe BBQ (A)		One Santa Fe Pool/Spa (B)		SCI-Arc North End (C)		SCI-Arc Middle (D)		SCI-Arc South End (E)		Willow Studios (F)	
	5 ft ^a		40 ft		150 ft		320 ft		765 ft		n/a	
Equipment	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv
Backhoe	0.980	108.0	0.043	80.9	0.006	63.7	0.002	53.8	0.001	42.5	-	-
Grapple (on backhoe)	0.980	108.0	0.043	80.9	0.006	63.7	0.002	53.8	0.001	42.5	-	-
Excavator	0.980	108.0	0.043	80.9	0.006	63.7	0.002	53.8	0.001	42.5	-	-
Compactor (ground)	1.992	113.9	0.088	86.9	0.012	69.6	0.004	59.8	0.001	48.4	-	-
Phase 1 MAXIMUM	1.992	113.9	0.088	86.9	0.012	69.6	0.004	59.8	0.001	48.4	-	-
Dump Truck	0.854	107.0	0.038	79.9	0.005	62.7	0.002	52.8	0.000	41.5	-	-
Dozer	0.980	108.0	0.043	80.9	0.006	63.7	0.002	53.8	0.001	42.5	-	-
Welder / Torch	-	-	-	-	-	-	-	-	-	-	-	-
Roller	2.340	115.0	0.103	87.9	0.014	70.7	0.005	60.8	0.001	49.5	-	-
Phase 2 MAXIMUM	2.340	115.0	0.103	87.9	0.014	70.7	0.005	60.8	0.001	49.5	-	-

Note: PPV values are in/sec and Lv values are VdB

^a A distance of 5 feet is used for operations where the source is immediately adjacent to the receiver

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Table E-19: Yard Track Construction Vibration Predictions for Category 2 Receivers

	One Santa Fe North Bldg (1)		One Santa Fe North Bldg (2)		One Santa Fe North Bldg (3)		One Santa Fe North Bldg (4)		One Santa Fe South Bldg (5)		One Santa Fe South Bldg (6)		One Santa Fe South Bldg (7)	
	200 ft		230 ft		225 ft		220 ft		60 ft		130 ft		257 ft	
Equipment	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv
Backhoe	0.004	59.9	0.003	58.1	0.003	58.4	0.003	58.7	0.024	75.6	0.007	65.6	0.003	56.7
Grapple (on backhoe)	0.004	59.9	0.003	58.1	0.003	58.4	0.003	58.7	0.024	75.6	0.007	65.6	0.003	56.7
Excavator	0.004	59.9	0.003	58.1	0.003	58.4	0.003	58.7	0.024	75.6	0.007	65.6	0.003	56.7
Compactor (ground)	0.008	65.9	0.006	64.1	0.007	64.3	0.007	64.6	0.048	81.6	0.015	71.5	0.005	62.6
Phase 1 MAXIMUM	0.008	65.9	0.006	64.1	0.007	64.3	0.007	64.6	0.048	81.6	0.015	71.5	0.005	62.6
Dump Truck	0.003	58.9	0.003	57.1	0.003	57.4	0.003	57.7	0.021	74.6	0.006	64.6	0.002	55.7
Dozer	0.004	59.9	0.003	58.1	0.003	58.4	0.003	58.7	0.024	75.6	0.007	65.6	0.003	56.7
Welder / Torch	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Roller	0.009	66.9	0.008	65.1	0.008	65.4	0.008	65.7	0.056	82.6	0.018	72.6	0.006	63.7
Phase 2 MAXIMUM	0.009	66.9	0.008	65.1	0.008	65.4	0.008	65.7	0.056	82.6	0.018	72.6	0.006	63.7

Note: PPV values are in/sec and Lv values are VdB

Table E-20: Yard Track Construction Vibration Predictions for Category 1 & 3 Receivers

	One Santa Fe BBQ (A)		One Santa Fe Pool/Spa (B)		SCI-Arc North End (C)		SCI-Arc Middle (D)		SCI-Arc South End (E)		Willow Studios (F)	
	230 ft		120 ft		340 ft		400 ft		560 ft		415 ft	
Equipment	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv
Backhoe	0.003	58.1	0.008	66.6	0.002	53.0	0.001	50.9	0.001	46.5	0.001	50.4
Grapple (on backhoe)	0.003	58.1	0.008	66.6	0.002	53.0	0.001	50.9	0.001	46.5	0.001	50.4
Excavator	0.003	58.1	0.008	66.6	0.002	53.0	0.001	50.9	0.001	46.5	0.001	50.4
Compactor (ground)	0.006	64.1	0.017	72.5	0.004	59.0	0.003	56.9	0.002	52.5	0.003	56.4
Phase 1 MAXIMUM	0.006	64.1	0.017	72.5	0.004	59.0	0.003	56.9	0.002	52.5	0.003	56.4

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	One Santa Fe BBQ (A)		One Santa Fe Pool/Spa (B)		SCI-Arc North End (C)		SCI-Arc Middle (D)		SCI-Arc South End (E)		Willow Studios (F)	
	230 ft		120 ft		340 ft		400 ft		560 ft		415 ft	
Equipment	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv	PPV	Lv
Dump Truck	0.003	57.1	0.007	65.6	0.002	52.0	0.001	49.9	0.001	45.5	0.001	49.4
Dozer	0.003	58.1	0.008	66.6	0.002	53.0	0.001	50.9	0.001	46.5	0.001	50.4
Welder / Torch	-	-	-	-	-	-	-	-	-	-	-	-
Roller	0.008	65.1	0.020	73.6	0.004	60.0	0.003	57.9	0.002	53.5	0.003	57.4
Phase 2 MAXIMUM	0.008	65.1	0.020	73.6	0.004	60.0	0.003	57.9	0.002	53.5	0.003	57.4
Note: PPV values are in/sec and Lv values are VdB												