



FINAL EIR

RESTORATION OF HISTORIC STREETCAR SERVICE IN DOWNTOWN LOS ANGELES

STATE CLEARINGHOUSE NO. 2013011001



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Attachments

- A Notice of Availability**
- B Notice of Availability Distribution List and Newspaper Notice**
- C Public Hearing Transcript, Speaker Cards, and Sign-In Sheet**
- D Draft Environmental Impact Report**

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Acronyms and Abbreviations

| | |
|-----------------|---|
| ADA | Americans with Disabilities Act |
| BACT | best available control technology |
| BMP | best management practice |
| Caltrans | California Department of Transportation |
| CEQA | California Environmental Quality Act |
| City | City of Los Angeles |
| CO | carbon monoxide |
| DASH | Downtown Area Short Hop |
| dba | A-weighted decibels |
| EA/FONSI | Environmental Assessment/Finding of No Significant Impact |
| EIR | Environmental Impact Report |
| FTA | Federal Transit Administration |
| GHG | greenhouse gas |
| hp | horsepower |
| I- | Interstate Highway |
| LABOE | City of Los Angeles Bureau of Engineering |
| LADOT | City of Los Angeles Department of Transportation |
| LADWP | Los Angeles Department of Water and Power |
| LAMC | Los Angeles Municipal Code |
| LASI | Los Angeles Streetcar, Inc. |
| Ldn | day-night noise level |
| Leq | equivalent noise level |
| LPA | Locally Preferred Alternative |
| Metro | Los Angeles County Metropolitan Transportation Authority |
| MMRP | Mitigation Monitoring and Reporting Program |
| MND | Mitigated Negative Declaration |
| MSAT | Mobile Source Air Toxics |
| MSF | maintenance and storage facility |
| NO | nitric oxide |
| NO _x | nitrogen oxide |
| NPDES | National Pollutant Discharge Elimination System |
| OCS | overhead contact system |
| PM10 | particulate matter 10 microns or less in diameter |
| PM2.5 | particulate matter 2.5 microns or less in diameter |
| Project | Restoration of Historic Streetcar Service in Downtown Los Angeles Project |
| PSI | Preliminary Site Investigation |
| SCAQMD | South Coast Air Quality Management District |

| | |
|-----------------------|---|
| State CEQA Guidelines | Guidelines for the Implementation of the California Environmental Quality Act |
| SWPPP | Stormwater Pollution Prevention Plan |
| TAC | Toxic Air Contaminant |
| TMP | Traffic Management Plan |
| TPH | total petroleum hydrocarbons |
| TPSS | traction power substation |
| TRPH | total recoverable petroleum hydrocarbons |
| VMT | vehicle miles traveled |

1.1 Introduction

This *Restoration of Historic Streetcar Service in Downtown Los Angeles Project (Project) Final Environmental Impact Report (EIR)* was prepared in accordance with the *California Environmental Quality Act (CEQA)* of 1970 (*Public Resources Code* Section 21000 et seq.) and the *Guidelines for the Implementation of the California Environmental Quality Act (State CEQA Guidelines)* published by the Resources Agency of the State of California (*California Code of Regulations* Sections 15000 et seq.).

In accordance with *CEQA*, the Draft EIR and this Final EIR, together, compose the Lead Agency's environmental analysis of the Project. Numerous references are made throughout this Final EIR to the Draft EIR and to the Draft EIR appendices. These documents were circulated previously and are not being reproduced. Copies, however, are available for inspection at the Department of Public Works, Bureau of Engineering. The Draft EIR and supporting appendices (State Clearinghouse Number 2013011001) together with this Final EIR are the *CEQA* documentation for the Project.

1.2 Intended Uses of the EIR

The Draft EIR was previously circulated to the public and agencies for review and comment. That document is intended to inform the public and agencies of potential significant environmental effects associated with the Project. It also evaluates a range of reasonable alternatives and proposed mitigation measures to reduce significant effects. This Final EIR identifies a recommended Locally Preferred Alternative (LPA) for the Project and a recommended site for the Maintenance and Storage Facility (MSF). The Final EIR also reports all comments raised regarding the Draft EIR and provides responses to those comments. In addition, this Final EIR summarizes the environmental impacts and associated mitigation measures associated with the LPA and its various components, as required to lessen impacts.

The information in this EIR, as described above, will be used for discretionary approvals that may be required by the City or other reviewing agencies. Accordingly, this EIR will be used by the City of Los Angeles (City), as the *CEQA* lead agency, to support decisions regarding Project approval. The information in this EIR will be used by other agencies to support decisions regarding whether to grant the permits or approvals that may be necessary to construct and/or operate the Project. Refer to Draft EIR Section 2.10, *Permits, Approvals, and Intended Uses of the EIR*, for more information.

1.3 Environmental Review Process

An EIR is prepared in two key stages. First, a Draft EIR is prepared and distributed for public and agency review. Once comments on the Draft EIR are received, responses to those comments, as well as any additional relevant Project information, are prepared and compiled in a Final EIR. Both of these documents, along with any related technical appendices, represent the complete record of the EIR.

The Final EIR is used by the recommending bodies and the final decision-makers (the City) to weigh the benefits of the Project against the environmental impacts.

Following the close of the public review period, the City received 44 individual comment letters from agencies, interested parties, and the public regarding the Draft EIR. This Final EIR responds to these written comments and provides any minor edits to the Draft EIR as well as providing the Mitigation Monitoring and Reporting Program (MMRP), under separate cover. This Final EIR is being distributed to provide the basis for decision-making by the *CEQA* lead agency. Certification of the EIR for the Project must precede Project approval. Project approval requires that the City review and consider the EIR; adopt Findings of Fact and Statement of Overriding Considerations (also under separate cover) on the significant environmental effects of the Project and the feasibility of mitigation measures and Project alternatives; approve a specific alternative analyzed in the EIR; and adopt an MMRP.

1.4 Organization of the Final EIR

This chapter presents background and introductory information for the proposed Project. This chapter also presents the authorities of the Los Angeles Department of Public Works, the Lead Agency preparing this EIR, the scope and content of the EIR, list of Responsible and Trustee agencies, and the public outreach for the proposed Project. Chapter 2, *Response to Comments*, presents information regarding the comments on the Draft EIR and responses of the lead agency. Chapter 3 presents changes made to the Draft EIR.

This Final EIR has been prepared in accordance with the requirements of *CEQA* and the *State CEQA Guidelines*. The EIR describes the affected resources and evaluates the potential adverse environmental impacts on those resources. This EIR will be used to inform decision-makers and the public about the environmental effects associated with the construction and operation of the proposed Project; to evaluate reasonable and feasible alternatives to the proposed Project; and to propose mitigation measures that would avoid or reduce the significant adverse environmental effects of the proposed Project.

The abbreviated format used for this Final EIR complies with *State CEQA Guidelines*, Section 15132.

This Final EIR is organized in the following way.

Chapter 1.0, Introduction: This chapter includes a summary of the Project description and the process and requirements of the Final EIR.

Chapter 2.0, Response to Comments: This chapter includes a list of all agencies, organizations, and individuals who submitted written comments during the public review period for the Draft EIR. The letters and oral comments received, numbered consecutively, are reproduced in this chapter. In each letter, specific comments are called out and numbered in the margin. A response to each comment is provided immediately following the comment letter.

Chapter 3.0, Clarifications and Modifications: This chapter presents any substantive revisions to the Draft EIR that were made in response to comments received during the public review period for the Draft EIR. These revisions are organized by the section and page number as they appear in the Draft EIR. Additions are indicated with an underline (e.g., impact), and deletions are designated with a strikethrough (e.g., ~~impact~~).

Attachments: The attachments are identified as follows and are in addition to those already included in the Draft EIR.

- Attachment A: Notice of Availability
- Attachment B: Notice of Availability Distribution List and Newspaper Notice
- Attachment C: Public Hearing Transcript, Speaker Cards, and Sign-In Sheet
- Attachment D: Draft EIR

1.5 Resolution of Areas of Controversy and Issues to be Resolved

A number of areas of controversy were raised in response to the original Project scoping period (early 2013) that remained as comments received on the Draft EIR. Resolution of those areas of controversy are as follows.

- **Maintenance and Storage Facility:** Issues continued to be raised regarding the perceived incompatibility of MSF operations with surrounding land uses. Of the four original candidate MSF sites under consideration, two are now recommended for implementation—Broadway/2nd Street (Site 4) and 11th Street/Olive Street (East) (Site 2). The proposed Broadway and 2nd Street MSF is identified as the preferred MSF option, but the 11th Street/Olive Street (East) (Site 2) site will be retained for further consideration. Sites 1 and 3, previously under consideration, are now currently under construction for mixed-use residential developments and are therefore no longer available as potential MSF locations. Substantial effort has been directed to determining impacts potentially associated with MSF operations and mitigation measures have been proposed to address those impacts.
- **Transportation/Traffic:** Comments continued to be made regarding the potential for adverse impacts on traffic, particularly referencing the 11th Street corridor. As the EIR detailed traffic analysis shows, significant impacts were at only three intersections, two of which are associated with the LPA (Hill Street/7th Street and Hill Street/1st Street) and a third (Grand Avenue/1st Street) with the optional Grand Avenue Extension.
- **Aesthetics/Visual Quality:** Concerns continued to be stated regarding the potential for obstruction of views, with particular reference to historic buildings. The EIR analysis concludes that views would only be partially affected, primarily because of overhead OCS wires. The EIR further notes that such wires are consistent with the historic context for the streetcar.
- **Safety:** Concerns continued to be stated regarding safety of pedestrians and bicyclists. As the EIR points out, pedestrian safety would be maintained in the same manner as at present, using appropriate crosswalks and signalization controls. The EIR also acknowledges that bicycle safety is an issue of concern, for which mitigation measures have been proposed. However, the presence of the streetcar flangeways would present potential hazards to bicyclists.
- **Air Quality:** Some comments were received indicating a continued concern over dust and air emissions during construction. The EIR notes that such construction-related effects cannot be eliminated but they can be controlled, for which appropriate mitigation measures have been specified.

- **Noise and Vibration:** Concerns over noise continued to be raised. A detailed analysis was conducted for the EIR that concluded that noise from streetcar wheels would exceed Federal Transit Administration (FTA) moderate impact criteria in the vicinity of the Disney Concert Hall (under the optional Grand Avenue Extension), but that satisfactory mitigation was available. The analysis also concluded that future streetcar operations, in combination with traffic, would result in additional moderate impacts at certain locations along the route, but that the source of these impacts was attributable to the growth in background traffic.

One major issue was identified as needing to be resolved at the conclusion of the *CEQA* process. Resolution of this issue is as follows.

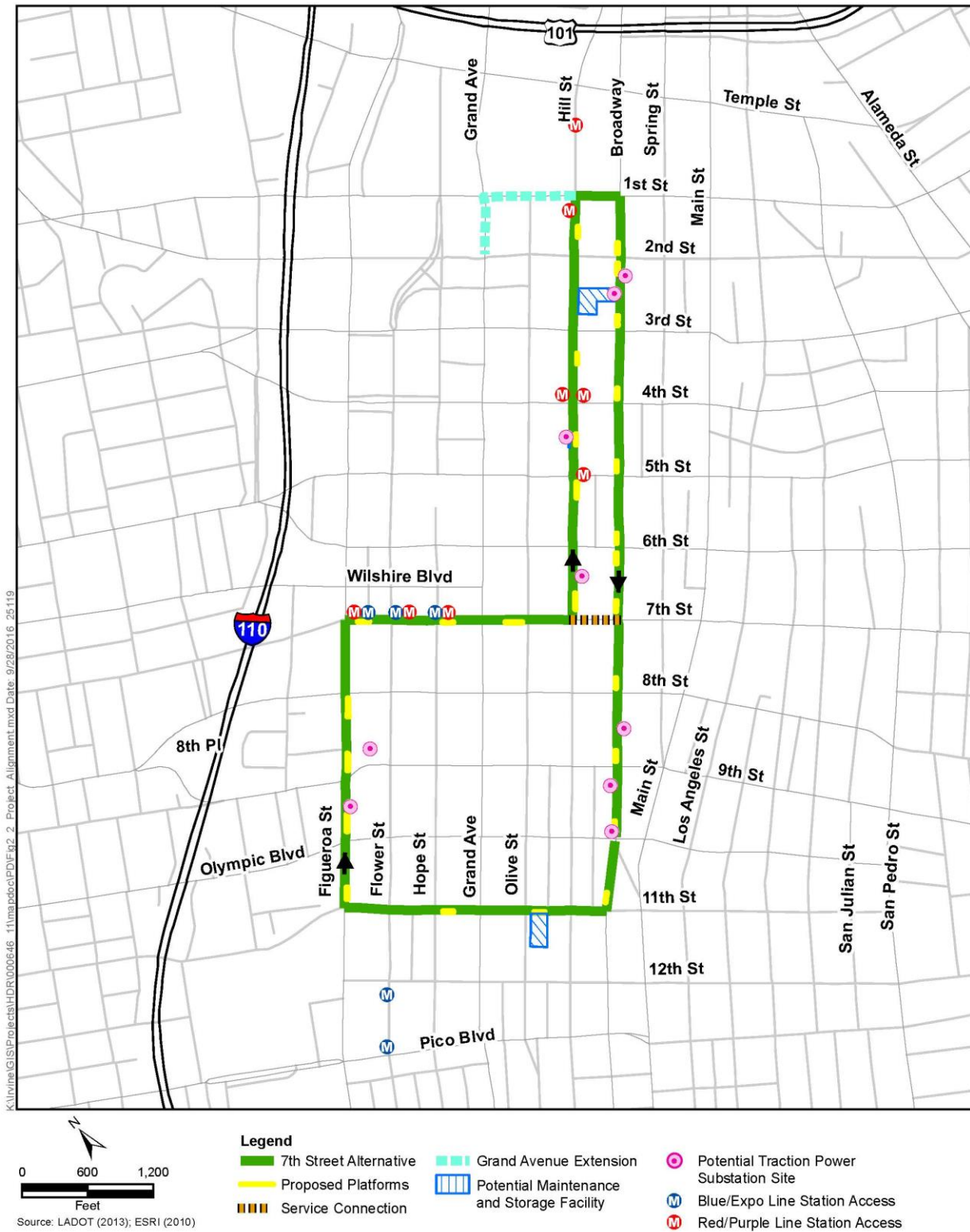
- **Selection of a Preferred Alternative:** As is noted in Section 1.6 of this Final EIR, a recommended LPA has been identified, comprising: (a) Alternative 3, 7th Street Alternative alignment; (b) inclusion of the Grand Avenue Extension as an optional addition to the Project, if additional funding can be identified; (c) the Broadway and 2nd Street or the 11th Street/Olive Street (East) MSF sites; and (d) station platform and TPSS locations to be determined as final design of the Project proceeds. This recommendation is pending approval by the City of Los Angeles.

1.6 Selection of the Locally Preferred Alternative

Following the Draft EIR public comment period and after examining the Draft EIR comments received during the public comment period, and other relevant information, Los Angeles Streetcar, Inc. (LASI), in cooperation with the City of Los Angeles Bureau of Engineering (LABOE), City of Los Angeles Department of Transportation (LADOT), and Los Angeles County Metropolitan Transportation Authority (Metro), have recommended the following as the LPA.

- Alternative 3: 7th Street Alternative alignment (see Figure 1-1) without a Grand Avenue Extension
- Inclusion of Alternative 2, Grand Avenue Extension, remains under consideration as an optional addition to the Project, if additional funding can be identified
- Broadway and 2nd Street MSF site (Site 4) or 11th Street/Olive Street (East) MSF site (Site 2)
- Station platform locations to be determined as final design of the Project proceeds
- Traction power substation (TPSS) locations to be determined as final design of the Project proceeds.

Figure 1-1. Locally Preferred Alternative



This recommendation is based on the following:

The recommended LPA for the Project takes into account a variety of competing priorities, including environmental impacts, economic considerations, safety, accessibility, and funding.

According to the environmental analysis, the four proposed build alternatives (2–5) would have nearly equal environmental impacts, with fewer overall traffic impacts associated with the 9th Street Alternative without Grand Avenue Extension (Alternative 5). Given the potential for reduced conflict between bicycles and the streetcar flangeway gaps due to the designated bike lane on 7th Street, Alternative 3 has been identified as the LPA, as it results in lesser impacts related to bicycle safety.

The 7th Street Alternative also provides direct connections to a larger number of destinations in downtown, including the Metro Center rail station, the “Fig at 7th” and “The Bloc” shopping centers, and the under-construction “Wilshire Grand” development. Planned streetscape improvements to 7th Street (unrelated to the Project) will also increase access and convenience for users of the streetcar; no such improvements are currently planned for 9th Street.

Projected ridership for the 7th Street Alternative without Grand Avenue Extension (Alternative 3) is higher than that of the 9th Street Alternative without Grand Avenue Extension (Alternative 5) in opening year 2020, at 4,123 and 3,851 trips per day, respectively—a difference of approximately 270 daily trips. The projected ridership for the 9th Street Alternative with Grand Avenue Extension (Alternative 4) is slightly higher in 2020 than for the 7th Street Alternative with Grand Avenue Extension (Alternative 2), at 5,773 and 5,583, respectively—a difference of 190 daily trips. As funding constraints leave the construction of the Grand Avenue Extension uncertain, the relative ridership benefits of the 9th Street Alternative may not be realized if this build alternative were to be pursued.

It is also recommended that policy-makers approve the proposed Broadway and 2nd Street MSF (see Figure 1-1) as the preferred MSF option, but retain the 11th Street/Olive Street (East) site for further consideration. While the environmental impacts of the remaining potential MSF sites under consideration are approximately equal, preliminary engineering and design work independent of the EIR has identified the Broadway and 2nd Street site (Site 4) as preferable due to its size and location relative to the 11th Street and Olive Street (East) (Site 2). Sites 1 and 3, previously under consideration, are now currently under construction for mixed-use residential developments and are therefore no longer available as potential MSF locations.

1.7 Summary of the Proposed Project and Alternatives Evaluated in the EIR

Alternative 3 has been identified as the LPA, and Alternative 2 (which includes the Grand Avenue Extension) remains under consideration as an optional addition to the proposed Project. The proposed Project would involve the construction and operation of the 7th Street Alternative along an alignment that would begin at the corner of Hill and 1st streets. From 1st Street, the streetcar would turn south on Broadway, traveling to 11th Street where it would turn west and continue on to Figueroa Street. The streetcar would then turn north on Figueroa Street and travel to 7th Street, where it would turn east. From 7th Street, the streetcar would turn north on Hill Street, then continue back to 1st Street, completing the circuit. A Grand Avenue Extension is also being considered, traveling west on 1st Street from Hill Street, then south on Grand Avenue to a terminal

point north of 2nd Street. Figure 1-2 shows the regional location of the proposed Project. Figure 1-1 shows the LPA.

The streetcar would travel through several neighborhoods or districts within the *Central City Community Plan* area of the City including Civic Center, Bunker Hill, Historic Core, Jewelry District, Financial District, South Park, Fashion District, and LA Live and the Convention Center. The route would be traversed by a fleet of electrically powered streetcars, which would make stops at platforms along the alignment. Power to the streetcar vehicles would be provided by TPSSs supplying power via an overhead contact system (OCS). The number and placement of passenger boarding platforms and TPSSs are subject to change, based upon further development of the Project design. An MSF site would also be constructed as part of the Project. A detailed description of the Project is provided in Chapter 2, *Project Description*, of the Draft EIR. In summary, five Project alternatives were considered: four build alternatives for the proposed Project and a No Project Alternative. The following discussion is a brief summary of each of the alternatives analyzed in the Draft EIR.

1.7.1 Alternative 1: No Project Alternative

The No Project Alternative, which is required by Section 15126.6(e) of the *State CEQA Guidelines*, represents conditions in the Project study area that would remain if the proposed Project would not occur. This represents the baseline condition against which all other alternatives are measured. The purpose of describing and analyzing a No Project Alternative is to allow decision makers to compare the impacts of approving the proposed Project with the impacts of not approving the proposed Project.

1.7.2 Alternative 2: 7th Street with Grand Avenue Extension

The 7th Street with Grand Avenue Extension Alternative would construct and implement streetcar service along an alignment that would begin on Grand Avenue north of 2nd Street adjacent to the Disney Concert Hall, then continue northward until turning east on 1st Street. From 1st Street, the streetcar would turn south on Broadway, traveling to 11th Street where it would turn west and continue on to Figueroa Street. The streetcar would then turn north on Figueroa Street and travel to 7th Street, where it would turn east. From 7th Street, the streetcar would turn north on Hill Street, then continue back to 1st Street, completing the circuit by turning west on 1st Street to return to the streetcar stop on Grand Avenue.

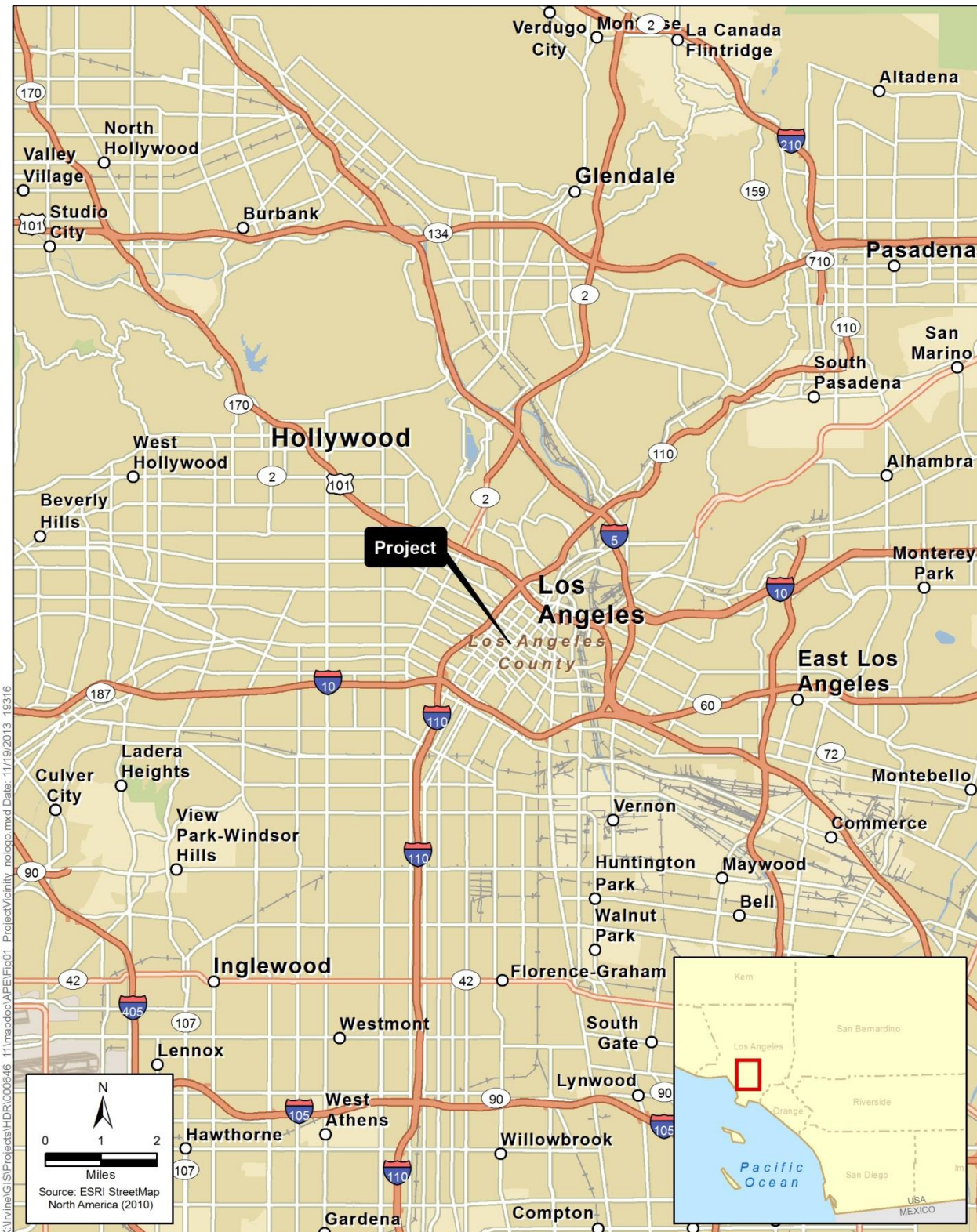
1.7.3 Alternative 3: 7th Street without Grand Avenue Extension

Alternative 3 would follow the same alignment as Alternative 2, with the exception that the Grand Avenue Extension would not be incorporated. Therefore, Hill and 1st Streets would be the terminal point, rather than Grand Avenue north of 2nd Street.

1.7.4 Alternative 4: 9th Street with Grand Avenue Extension

The 9th Street with Grand Avenue Extension Alternative would follow the same alignment as the 7th Street with Grand Avenue Extension Alternative, but it would run eastbound on 9th Street between Figueroa Street and Hill Street, rather than 7th Street. The Project alignment would still begin and terminate on Grand Avenue, north of 2nd Street.

Figure 1-2. Regional Location Map



1.7.5 Alternative 5: 9th Street without Grand Avenue Extension

Alternative 5 would follow the same alignment as Alternative 3, but it would run eastbound on 9th Street between Figueroa Street and Hill Street, rather than 7th Street.

1.8 Summary of the Environmental Impacts

The following potential Project impacts were evaluated in detail in Chapter 3 of the Draft EIR and are summarized in Table 1-1.

- Aesthetics
- Air Quality
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas (GHG) Emissions
- Hazards and Hazardous Materials
- Land Use
- Noise and Vibration
- Transportation and Traffic

Table 1-1 presents a summary of the environmental impacts of the proposed Project, mitigation measures that would reduce potential significant impacts for the proposed Project, and the level of significance of each impact after mitigation. As summarized in Table 1-1 and described in detail in Chapter 3 of the Draft EIR, the proposed Project's construction noise and construction and operational traffic impacts would be significant or potentially significant prior to implementation of mitigation measures. With implementation of proposed mitigation measures, all impacts would be reduced to a less-than-significant level with the exception of construction noise, operational bicycle safety, and intersection capacity at the following intersections: (1) Hill Street/1st Street; (2) Hill Street/7th Street; and (3) Grand Avenue/1st Street.

Refer to the *Executive Summary*, Section ES.7, of the Draft EIR for a discussion of the relative impacts associated with each alternative analyzed. Tables ES-1 through ES-3 provide summaries of information contained in the EIR; for further information, the reader is referred to the individual impact sections in Chapter 3 for details regarding the impacts and any associated proposed mitigation.

Table 1-1. Summary of Environmental Impacts for the Locally Preferred Alternative

| Issue | Impact | Significance Before Mitigation | Mitigation Measure(s) | Significance After Mitigation |
|---|--|--------------------------------|--|-------------------------------|
| 3.1 Aesthetics | | | | |
| <p>Removal, alteration, or demolition of existing visual features.</p> | <p><i>Construction</i></p> <p>The Project (including the optional Grand Avenue Extension, TPSS installation sites, and Broadway/2nd Street or the 11th Street/Olive Street [East] MSF site) would result in temporary disturbance due to the presence of construction equipment, staging areas, exposed excavation areas, and other general construction activities.</p> <p>Construction of the Project could result in removal of existing street trees, which are features or elements that may be considered to contribute to the valued visual character or image of a neighborhood, community, or vicinity within the Project area.</p> | LTS | <p>MM-AES-C1: Construction Staging/Stockpiled Materials & Equipment. Consistent with Bureau of Engineering Master Specifications Environmental Control Measures, construction staging areas shall be enclosed or screened from view at street level. Construction-related clutter and graffiti shall be removed and construction areas shall be maintained in a clean and orderly manner. Routine sidewalk and sidewalk washing and other means of dust control shall be employed.</p> <p>MM-AES-C2: Nighttime Construction Activities. City shall ensure that lighting will be directed away from surrounding sensitive land uses and toward specific locations intended for illumination. Lighting shall be shielded to minimize the production of glare and spill light around sensitive land uses.</p> <p>MM-AES-C3: Tree Removal/Relocation. Should mature trees, as well as younger trees (with trunk diameters of 5 inches at breast height or less) be trimmed or removed, the proposed Project would comply with the <i>City of Los Angeles Tree Preservation Ordinance</i> and <i>Tree Preservation Policy</i>. City policy requires all tree removals be replaced on a 2:1 basis for street trees and 4:1 basis for protected private property trees. No protected trees were identified throughout the proposed alignment and at the potential MSF siting locations. Replacement trees would be</p> | LTS |

| Issue | Impact | Significance Before Mitigation | Mitigation Measure(s) | Significance After Mitigation |
|------------------|--|--------------------------------|---|-------------------------------|
| | | | <p>placed as near their original locations as possible. Alternative methods and options to removal, such as trimming, would be explored prior to considering potential tree removal. The Project's compliance with the <i>City of Los Angeles Tree Preservation Ordinance</i> and <i>Tree Preservation Policy</i> would ensure that any street trees slated for removal would be planted at or near their original locations at 2:1 ratios. Removal or relocation of protected trees, under the City's <i>Tree Preservation Ordinance</i>, requires a permit from the Board of Public Works. A protected tree report must be submitted to the Board of Public Works to apply for a tree removal permit. Before a Special Habitat Value tree, as defined by the City's <i>Tree Preservation Policy</i>, is pruned, damaged, relocated, or removed, recommendations from the Department of Public Works, Bureau of Street Services, Urban Forestry Division must be obtained. The Urban Forestry Division makes a recommendation to the Board of Public Works for removal. The Board of Public Works must make the final approval before the trees(s) can be removed.</p> | |
| <i>Operation</i> | | | | |
| | <p>Built elements of the proposed Project (including the optional Grand Avenue Extension) would result in the permanent use of streetcar vehicles and installation of station platforms, shelters, catenary poles, OCS wires, and TPSS units.</p> <p>Implementation of the either Broadway/2nd Street or 11th Street/Olive Street (East) MSF would replace an existing parking lot and building. MSF facilities would include an</p> | LTS | <p>MM-AES-02: Maintenance Storage Facility Design and Operational Lighting. The City of Los Angeles shall ensure that the MSF site plan, building treatments and architecture will be appropriate in scale, proportion, and detail with appropriate use of material, texture, articulation, and color in consideration of the surrounding design context. The aesthetic treatment shall be designed and built in compliance with all applicable design guidelines, policies, and</p> | LTS |

| Issue | Impact | Significance Before Mitigation | Mitigation Measure(s) | Significance After Mitigation |
|--|--|--------------------------------|--|-------------------------------|
| | <p>enclosed building and an outdoor area with streetcar track access from the main line and employee parking.</p> <p>The introduction of these built features would not remove, alter or demolish existing features or elements that contribute to the visual character throughout the Project area.</p> | | <p>development standards. Light associated with the MSF shall be properly controlled and directed on site in a manner that would minimize the potential for spill light. The Project would adhere to the requirements of LAMC Section 14.00 in all respects and will follow all applicable procedures. All applicable performance standards or alternative compliance measures will be addressed and all procedures for review and approval will be followed.</p> <p>MM-AES-03: Overhead Contact System Poles. The City of Los Angeles shall ensure that design and installation of the OCS poles will be consistent with the surrounding design context. OCS poles shall be designed and installed in compliance with all applicable design guidelines, policies, and development standards.</p> | |
| Natural open space areas. | <i>Construction and Operation</i> | | | |
| | The Project area does not contain any natural or open space areas. The Project would not result in the grading or development of such areas. | NI | None required. | N/A |
| Structures within open space areas. | <i>Construction and Operation</i> | | | |
| | The Project area does not contain any natural open space areas. The Project would not site any structures within such areas. | NI | None required. | N/A |

| Issue | Impact | Significance Before Mitigation | Mitigation Measure(s) | Significance After Mitigation |
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| Visual contrast with existing features. | <i>Construction</i> | | | |
| | Construction activities and equipment would contrast with existing features, but such contrast would be transitory and temporary. | LTS | MM-AES-C1: Construction Staging/Stockpiled Materials and Equipment. MM-AES-C2: Nighttime Construction Activities. | LTS |
| | <i>Operation</i> | | | |
| <p>Operation activities and equipment (including the TPSS locations and Broadway/2nd Street or 11th Street/Olive Street [East] MSF site) would be consistent with features of the urban downtown environment, including restoration of historic streetcar service to the downtown. The degree of contrast would be low to moderately low.</p> <p>Under the Grand Avenue Extension, views of the distant mountains and prominent hillsides that define the northern edge of the city would be in the viewshed from certain vantage points in the vicinity of the Grand Avenue/2nd Street station; these are not officially designated as scenic views, however. Views of prominent buildings (e.g., Disney Concert Hall) are considered valued; project features would read as extensions of the street and the downtown public transit system; therefore, contrast would be considered low.</p> <p>Application of design Mitigation Measures would ensure proper fit of Project elements into its surroundings.</p> | LTS | .MM-AES-O3: Overhead Contact System Poles. | LTS | |
| Zone changes. | <i>Construction</i> | | | |
| Project construction would not require a zone change. | NI | None required. | N/A | |

| Issue | Impact | Significance Before Mitigation | Mitigation Measure(s) | Significance After Mitigation |
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| | <i>Operation</i> | | | |
| | The Project would not require a zoning consideration for all elements installed within the public streets and sidewalks. | NI | None required. | N/A |
| | TPSS locations, if within private property, would not be a building that would detract from the existing style or image of the area. | NI | None required. | N/A |
| | At the Broadway/2 nd Street or 11 th Street/Olive Street (East) MSF sites, there would be buildings that would not detract from the existing style or image of the area, with adherence to proper design integration. (See also 3.8 <i>Land Use</i> .) | LTS | MM-AES-02: Maintenance Storage Facility Design and Operational Lighting. | LTS |
| Contribution to area's aesthetic value. | <i>Construction</i> | | | |
| | Project construction would not contribute to the area's aesthetic value, because construction elements and activities could temporarily affect the visual quality or character of the immediate area. These effects would be transitory. | LTS | MM-AES-C1: Construction Staging/Stockpiled Materials and Equipment. MM-AES-C2: Nighttime Construction Activities. MM-AES-C3: Tree Removal/Relocation. | LTS |
| | <i>Operation</i> | | | |
| | Permanent Project elements, inclusive of the optional Grand Avenue Extension) (streetcar vehicles, platforms, shelters, catenary OCS poles, and wires), although visible, would be unobtrusive and would not alter the visual quality of the Project area. In the sense that the Project would restore a prior historic streetcar system in downtown Los Angeles, the Project would be consistent with its surroundings in character. | LTS | MM-AES-01: Design of Traction Power Substation Structures MM-AES-03: Overhead Contact System Poles. | LTS |
| Visible built elements of the Broadway/2 nd Street or the 11 th Street/Olive Street (East) MSF sites would include a two- to three-story | LTS | MM-AES-02: Maintenance Storage Facility Design and Operational Lighting. | LTS | |

| Issue | Impact | Significance Before Mitigation | Mitigation Measure(s) | Significance After Mitigation |
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| | buildings, open area, tracks connecting from the main line, and employee parking. Views would be considered to remain medium to low quality and viewer sensitivity is also considered to be low. Overall character and quality of the area would not be degraded. | | | |
| Applicable guidelines and regulations. | <i>Construction</i> | | | |
| | Construction of the Project would comply with all applicable guidelines and regulations including construction specifications. | LTS | MM-AES-C1: Construction Staging/Stockpiled Materials and Equipment. MM-AES-C2: Nighttime Construction Activities. MM-AES-C3: Tree Removal/Relocation. | LTS |
| | <i>Operation</i> | | | |
| | Operation of the project would comply with applicable guidelines and regulations. | LTS | MM-AES-O1: Design of Traction Power Substation Structures. MM-AES-O3: Overhead Contact System Poles. | LTS |
| Nature and quality of recognized or valued views. | <i>Construction</i> | | | |
| | Construction activities and the presence of construction equipment could adversely affect the visual quality or character of views from and within the immediate area encompassing the Project site. These effects would be temporary and transitory. | LTS | MM-AES-C1: Construction Staging/Stockpiled Materials and Equipment. MM-AES-C2: Nighttime Construction Activities. MM-AES-C3: Tree Removal/Relocation. | LTS |
| | <i>Operation</i> | | | |
| | Permanent Project elements (including optional Grand Avenue Extension, TPSS units, and the Broadway/2 nd Street or 11 th Street/Olive Street [East] MSF site) during operation would not adversely affect visual quality or character, and thus, valued views, of the immediate area encompassing the Project site. | LTS | MM-AES-O1: Design of Traction Power Substation Structures MM-AES-O3: Overhead Contact System Poles. | LTS |

| Issue | Impact | Significance Before Mitigation | Mitigation Measure(s) | Significance After Mitigation |
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| Views from scenic highways, corridors, or parkways. | <i>Construction and Operation</i> | | | |
| | The Project (including the optional Grand Avenue Extension, TPSS units, and Broadway/2 nd Street or 11 th Street/Olive Street [East] MSF site) would not affect views from a designated scenic highway, corridor, or parkway. | NI | None required. | N/A |
| Obstruction. | <i>Construction</i> | | | |
| | Project construction would result in the temporary, minor diminution and/or partial obstruction of views in the immediate Project vicinity. These effects would be temporary and transitory. | LTS | MM-AES-C1: Construction Staging/Stockpiled Materials and Equipment. MM-AES-C2: Nighttime Construction Activities. MM-AES-C3: Tree Removal/Relocation. | LTS |
| | <i>Operation</i> | | | |
| | Permanent Project elements (including the optional Grand Avenue Extension, TPSS units, and Broadway/2 nd Street or 11 th Street/Olive Street [East] MSF site) would result in the minor diminution and partial obstruction of some views in the immediate Project vicinity. | LTS | MM-AES-O1: Design of Traction Power Substation Structures. MM-AES-O3: Overhead Contact System Poles. | LTS |
| Effects on recognized views from transportation corridors. | <i>Construction</i> | | | |
| | Project construction would result in temporary obstructions of views along lengths of public roadways. These effects would be temporary and transitory. | LTS | MM-AES-C1: Construction Staging/Stockpiled Materials and Equipment. MM-AES-C2: Nighttime Construction Activities. MM-AES-C3: Tree Removal/Relocation. | LTS |
| | <i>Operation</i> | | | |
| | Permanent Project elements would result in minor visual impacts on the nature or quality of recognized views available from public roadways. | LTS | MM-AES-O3: Overhead Contact System Poles. | LTS |

| Issue | Impact | Significance Before Mitigation | Mitigation Measure(s) | Significance After Mitigation |
|---|--|--------------------------------|---|-------------------------------|
| Changes in ambient illumination during nighttime. | <i>Construction</i> | | | |
| | Nighttime construction would result in new sources of lighting that would change existing ambient illumination levels. | LTS | MM-AES-C2: Nighttime Construction Activities. | LTS |
| | <i>Operation</i> | | | |
| | Permanent Project elements would not change existing ambient illumination levels; however, the MSF sites would introduce new light sources that would change the ambient illumination levels to the Project area. | LTS | MM-AES-O2: Maintenance Storage Facility Design and Operational Lighting. | LTS |
| Lighting spill that would affect adjacent light-sensitive areas. | <i>Construction</i> | | | |
| | Nighttime construction would result in new sources of lighting that may spill off the Project site and affect light-sensitive receptors. | LTS | MM-AES-C2: Nighttime Construction Activities. | LTS |
| | <i>Operation</i> | | | |
| | Project elements would not result in new sources of lighting that may spill off the Project site and affect light-sensitive receptors, however, the MSF sites would introduce a new source that would affect light-sensitive receptors. | LTS | MM-AES-O2: Maintenance Storage Facility Design and Operational Lighting. | LTS |
| Shading of shadow-sensitive uses. | <i>Construction</i> | | | |
| | Construction is not expected to require large cranes or other major construction-related structures and equipment that would cast large shadows on shadow-sensitive uses. | LTS | None required. | LTS |
| | <i>Operation</i> | | | |
| | Permanent Project elements (including the Broadway/2 nd Street or the 11 th Street/Olive Street [East] MSF site) would not create bulk and large scale structures sufficient to cast large shadows on shadow-sensitive uses. | LTS | None required. | N/A |

| Issue | Impact | Significance Before Mitigation | Mitigation Measure(s) | Significance After Mitigation |
|---|--|--------------------------------|---|-------------------------------|
| 3.2 Air Quality | | | | |
| Regional Emissions. | <i>Construction</i> | | | |
| | Construction would not result in regional impact criteria pollutant emissions that would exceed South Coast Air Quality Management District (SCAQMD) thresholds. | LTS | None required. | LTS |
| | <i>Operation</i> | | | |
| Operation of the Project (including the optional Grand Avenue Extension) would not result in regional criteria pollutant emissions (lead, reactive organic gases, nitrogen oxides [NO _x], carbon monoxide [CO], sulfur oxides [SO _x], particulate matter 10 microns or less in diameter [PM ₁₀], and particulate matter 2.5 microns or less in diameter [PM _{2.5}]) that would exceed SCAQMD thresholds. A small reduction may be expected from reduced auto use in downtown. | LTS | None required. | LTS | |
| Local Emissions. | <i>Construction</i> | | | |
| | Construction would result in local impact criteria pollutant emissions (NO _x , PM10, and PM2.5) that would exceed SCAQMD thresholds. | LTS | MM-AQ-C1: Use cleaner-burning off-road construction equipment. The contractor shall ensure that all off-road diesel-powered construction equipment greater than 50 horsepower (hp) shall meet the Tier 4 emission standards. In addition, all construction equipment shall be outfitted with best available control technology (BACT) devices certified by ARB. 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 ARB regulations. | LTS |

| Issue | Impact | Significance Before Mitigation | Mitigation Measure(s) | Significance After Mitigation |
|---|--|--------------------------------|-----------------------|-------------------------------|
| | <i>Operation</i> | | | |
| | Operation of the Project (including the optional Grand Avenue Extension) would not result in local impact criteria pollutant emissions (NO _x , PM ₁₀ , and PM _{2.5}) that would exceed SCAQMD thresholds. A small reduction may be expected from reduced auto use in downtown. The Project would not be considered a Project of Air Quality Concern nor would it result in a concern related to mobile air toxics. | LTS | None required. | LTS |
| Toxic Air Contaminants (TACs)/Mobile Source Air Toxics (MSAT). | <i>Construction</i> | | | |
| | Construction would not expose receptors to significant levels of TACs. | LTS | None required. | LTS |
| | <i>Operation</i> | | | |
| | Operation of the Project (including the optional Grand Avenue Extension) would not result in meaningful changes in traffic volumes, vehicle mix, basic Project location, or any other factor that would cause an increase in MSAT impacts of the Project. | LTS | None required. | LTS |
| California CO standards. | <i>Operation</i> | | | |
| | Operation of the Project (including the optional Grand Avenue Extension) would not result in an exceedance or exacerbate an existing exceedance of an ambient air quality standard. | LTS | None required. | LTS |
| Onsite Stationary Sources. | <i>Operation</i> | | | |
| | Operation of the Project (including the optional Grand Avenue Extension) would not result in an exceedance or exacerbate an existing exceedance of an ambient air quality standard. | LTS | None required. | LTS |

| Issue | Impact | Significance Before Mitigation | Mitigation Measure(s) | Significance After Mitigation |
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| Onsite Hazardous Materials. | <i>Construction and Operation</i> | | | |
| | On site storage and use of potentially hazardous materials would follow applicable regulations and requirements. The Project and MSF operation would not expose receptors to significant levels of TACs. | LTS | None required. | LTS |
| Occupancy of Sensitive Individuals. | <i>Construction and Operation</i> | | | |
| | The Project would not involve the use of hazardous materials on its vehicles nor would times of exposure for passengers waiting at stations result in any hazard. | LTS | None required. | LTS |
| Odors. | <i>Construction</i> | | | |
| | Construction odors could be created from construction equipment diesel exhaust and application of architectural coatings. Such odors, if noticeable at nearby sensitive receptors, would be temporary and transitory. | LTS | None required. | LTS |
| | <i>Operation</i> | | | |
| The Project and MSF operation would not create objectionable odors at nearby sensitive receptors. | LTS | None required. | LTS | |
| 3.3 Cultural | | | | |
| Archaeological resources. | <i>Construction</i> | | | |
| | Archaeological resources were not identified within the Project area and are not expected to be encountered during construction activities, including excavation. Should archaeological discoveries be made during construction, however, appropriate procedures would be followed. | LTS | Archaeological discoveries shall be addressed as specified in the City of Los Angeles Bureau of Engineering "Greenbook" (2009). | LTS |

| Issue | Impact | Significance Before Mitigation | Mitigation Measure(s) | Significance After Mitigation |
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| | <p><i>Operation</i></p> <p>Operation of the Project (including the optional Grand Avenue Extension, TPSS units, and MSF) would not involve activities that could cause an adverse change in the significance of archaeological resources.</p> | NI | None required. | N/A |
| <p>Historical resources.</p> | <p><i>Construction</i></p> <p>Construction activities would not demolish or otherwise adversely affect historic resources. One potential exception would be historic sidewalk features, such as terrazzo installations, vault lights, basement vault hatch doors, and other features that are considered character defining features within the Broadway Theater and Commercial District. Adherence to appropriate mitigation measures would ensure that no substantial change to the significance of historical resources would occur.</p> | LTS | <p>MM-CUL-C1: Historic Sidewalk Features. The following mitigation activities shall be conducted:</p> <p>As part of final design, a detailed field survey would be done to identify historic sidewalk features to be avoided, protected during construction, or altered in conformance with the Secretary’s Standards.</p> <p>Conditions to protect historic sidewalk features and preserve the material in place during construction would be required:</p> <ol style="list-style-type: none"> (1) Historic sidewalk features shall be covered with a protective material to avoid scratches and staining from adjacent construction work. (2) OCS poles will not be installed in terrazzo installations or vault lights. (3) Sidewalk ramps will be designed or located to avoid physical damage or alteration of historic sidewalk features. (4) The existing concrete curb will not be removed at bump out areas, in order to protect the historic sidewalk feature from being saw cut or from cracking. (5) Should incidental damage occur during construction, the historic sidewalk feature would be repaired or replaced in kind by a | LTS |

| Issue | Impact | Significance Before Mitigation | Mitigation Measure(s) | Significance After Mitigation |
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| | | | <p>qualified contractor in a manner consistent with the Secretary’s Standards. In the unlikely event that the sidewalk feature cannot be treated in accordance with the Secretary’s Standards, there would still be a less than significant impact on the historic building that fronts the sidewalk, and there would be no substantial adverse change in the overall significance of the historical resource.</p> <p>MM-AES-C1: Construction Staging/Stockpiled Materials and Equipment.</p> | |
| <i>Operation</i> | | | | |
| | <p>Design and installation of the Project elements would be consistent with the period of significance for many of the historic properties residing in the Project area. Careful design integration of Project elements would maintain that consistency. No effects would occur once the Project becomes operational.</p> | LTS | <p>MM-CUL-01: Project Design. The City of Los Angeles shall ensure that design and installation of all Project facilities and elements that are adjacent to or abutting historical resources or within a historic district will be consistent with the surrounding design context, through consultation with and approval by the City of Los Angeles Office of Historic Resources. Project facilities and elements shall be designed for consistency and installed to be in compliance with <i>the Historic Downtown Los Angeles Design Guidelines</i> and the <i>Broadway Streetscape Master Plan</i>, as applicable.</p> <p>MM-AES-03: Overhead Contact System Poles.</p> | LTS |
| | <p>TPSS installations would be sited and given architectural treatments so as to be compatible with their immediate surroundings.</p> | LTS | <p>MM-AES-01: Design of Traction Power Substation Structures.</p> <p>MM-AES-03: Overhead Contact System Poles.</p> <p>MM-CUL-01: Project Design.</p> | LTS |

| Issue | Impact | Significance Before Mitigation | Mitigation Measure(s) | Significance After Mitigation |
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| Paleontological resources. | <i>Construction</i> | | | |
| | The Project area has been heavily disturbed by past construction activities; Project construction activities are unlikely to encounter significant resources. Excavation occurring at depths below five feet may encounter older Quaternary deposits or the Fernando Formation, which may contain paleontological resources. | LTS | MM-CUL-C2: Paleontology. If discovery is made of items of paleontological interest, the Contractor shall immediately cease excavation in the area of discovery and shall not continue until ordered by the Engineer. When resumed, excavation operations within the area of discovery shall be as directed by the Engineer. Discoveries which may be encountered may include, but not be limited to, dwelling sites, stone implements or other artifacts, animal bones, human bones, and fossils. | LTS |
| | <i>Operation</i> | | | |
| Operation of the Project would not have the potential to disturb unknown significant paleontological resources. | NI | None required. | N/A | |
| 3.4 Energy | | | | |
| Energy Consumption, Conservation, and Standards. | <i>Construction</i> | | | |
| | Construction energy use would be temporary and would be controlled and managed so as to not be wasteful, inefficient, or unnecessary. | LTS | None required. | LTS |
| | <i>Operation</i> | | | |
| Operational energy use would not be wasteful, inefficient, or unnecessary. Net energy use (in 2020), including streetcar and MSF operations, would range from 3,172 MMBtu/year (proposed Project) to 1,163 MMBtu/year (with optional Grand Avenue Extension). Energy resources for streetcar operation would be partially offset by reduced auto travel. | LTS | None required. | LTS | |

| Issue | Impact | Significance Before Mitigation | Mitigation Measure(s) | Significance After Mitigation |
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| Indirect Energy Consumption, Conservation, and Standards. | <i>Operation</i> | | | |
| | Operation would reduce vehicle miles traveled (VMT) related energy consumption. Estimated savings in VMT-related energy (in 2020) would range from 10,344 MMBtu/year to 12,961 MMBtu/year (with optional Grand Avenue Extension). | NI | None required. | N/A |
| Demand for New Energy Supplies and Infrastructure. | <i>Construction</i> | | | |
| | Construction would result in a negligible use of diesel fuel and no new or expanded sources of energy would be required. | LTS | None required. | LTS |
| | <i>Operation</i> | | | |
| Operation would result in a negligible increase in the overall demand for electricity within the Los Angeles Department of Water and Power (LADWP) service area as planned for in the City's power system. Project electricity requirements are acknowledged to be within planned LADWP supply estimates. | LTS | None required. | LTS | |
| 3.5 Geology | | | | |
| Seismicity. | <i>Construction and Operation</i> | | | |
| | Neither construction nor operation of the Project (including all components) would exacerbate existing seismic hazards or create new hazards due to the negligible risk of disturbing faults. | LTS | None required. | LTS |
| Liquefaction and Lateral Spreading. | <i>Construction</i> | | | |
| | The northern portion of the Project (including the optional Grand Avenue Extension) would be susceptible to liquefaction and lateral spreading, primarily in the northern portion of the alignment. Adherence to Regulatory Compliance | LTS | RCM-GEO-C1: Liquefaction. Temporary shoring will be used for lateral support of excavations and properly compacted fill soils or cement slurry shall be used for excavation backfill. A geotechnical report shall be prepared during final design, subject to approval by the City, | LTS |

| Issue | Impact | Significance Before Mitigation | Mitigation Measure(s) | Significance After Mitigation |
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| | <p>Measures would ensure that risks, if any, would be minimized. The 11th Street/Olive Street (East) MSF site is not an area susceptible to this issue.</p> | | <p>which will recommend specific measures, including but not limited to, the following: in situ ground modification, removal of liquefiable layers and replacement with compacted fill, or support of Project improvements on piles. Additional recommendations for controlling liquefaction may include densification by installation of stone columns, vibration, deep dynamic compaction, and/or compaction grouting.</p> | |
| | <i>Operation</i> | | | |
| | <p>Once operational, the Project would continue to experience a less-than-significant impact regarding liquefaction.</p> | LTS | RCM-GEO-C1: Liquefaction. | LTS |
| Landslides. | <i>Construction</i> | | | |
| | <p>Construction is not anticipated to increase the risk of landslides, because the Project area is currently developed and is stabilized with structures or plantings.</p> | LTS | None required. | LTS |
| | <i>Operation</i> | | | |
| | <p>Operation of the Project would not involve earth movement and therefore would not create new or exacerbate existing landslide hazards.</p> | LTS | None required. | LTS |
| Expansive Soils. | <i>Construction</i> | | | |
| | <p>The Project area is underlain with soils types that are not known to have expansive properties. Construction would not introduce new or adversely modify existing expansive soils.</p> | LTS | None required. | LTS |
| | <i>Operation</i> | | | |
| | <p>Operation of the Project would occur on City streets and within an MSF site that would</p> | LTS | None required. | LTS |

| Issue | Impact | Significance Before Mitigation | Mitigation Measure(s) | Significance After Mitigation |
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| | have been constructed to address hazards associated with expansive soils. | | | |
| Erosion. | <i>Construction</i> | | | |
| | During construction, some erosion and a temporary reduction in soil stability may occur, particularly on steep grades. (e.g., along 1 st Street). Adherence to regulatory requirements would ensure that proper soil stability is maintained. | LTS | None required. | LTS |
| | <i>Operation</i> | | | |
| | Operation of the Project would occur on City streets and within an MSF site that would be resurfaced or landscaped. The potential for erosion would be avoided. | NI | None required. | N/A |
| Landform Alteration. | <i>Construction</i> | | | |
| | Construction would occur within street rights-of-way or on graded off-street land parcels; distinct or prominent geologic or topographic features would not be disturbed. | NI | None required. | N/A |
| | <i>Operation</i> | | | |
| | Operation would not alter a distinct or prominent geologic or topographic feature. | NI | None required. | N/A |
| 3.6 Greenhouse Gas Emissions | | | | |
| Greenhouse Gas Emissions. | <i>Construction</i> | | | |
| | The Project would directly and indirectly generate GHG emissions during construction, but quantities would be negligible, as compared with daily GHG production in the downtown area as well as globally. | LTS | None required. | LTS |

| Issue | Impact | Significance Before Mitigation | Mitigation Measure(s) | Significance After Mitigation |
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| <i>Operation</i> | | | | |
| | The Project would generate GHG emissions. However, reductions in automobile use resulting from improved transit service in downtown Los Angeles would result in a net reduction of GHG emissions. Estimated GHG reductions range from 533 (Alternative 3) to 866 (with Grand Avenue Extension) metric tons of carbon dioxide equivalent annually. | LTS | None required. | LTS |
| Plan Consistency. | | | | |
| <i>Construction</i> | | | | |
| | GHG production during construction would be temporary and sufficiently small such that the Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. | LTS | None required. | LTS |
| <i>Operation</i> | | | | |
| | The Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. | LTS | None required. | LTS |
| 3.7 Hazards and Hazardous Materials | | | | |
| <i>Construction</i> | | | | |
| Risk of Upset/ Emergency Preparedness. | Construction could result in excavation and disposal of hazardous materials, potential for groundwater contamination, and release of hazardous materials. Adherence to applicable Mitigation Measures would ensure adequate control of and protection from potential accidental release or explosion of a hazardous substance. | LTS | MM-HM-C1: Soil Contamination – Preliminary Site Investigation (PSI). During construction, a focused Preliminary Site Investigation (PSI) shall be conducted at specified locations of concern and the proposed locations for the MSF and TPSS. The PSI shall include soil borings and laboratory analysis. Also, soils indicating a potential contamination shall be tested according to appropriate ASTM, or EPA methods. MM-HM-C2: Soil Sampling. Soil shall be | LTS |

| Issue | Impact | Significance Before Mitigation | Mitigation Measure(s) | Significance After Mitigation |
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| | | | <p>sampled in a random and representative manner and analyzed, as applicable, for Total Recoverable Petroleum Hydrocarbons (TRPH), VOCs, Total Petroleum Hydrocarbons (TPH), <i>Title 22</i> heavy metals, reactivity (pH), corrosivity, and toxicity.</p> <p>MM-HM-C3: VOC Handling. If VOCs are present at concentrations exceeding South Coast Air Quality Management District thresholds, a permit shall be required, for proper handling and storage.</p> <p>MM-HM-C4: Laboratory Testing. Suspected contaminated soil samples shall be taken to a state-certified environmental laboratory or tested in the field in accordance with appropriate testing methods. Materials with elevated levels of TRPH, metals, or other regulated contaminants shall require handling by workers who have been adequately trained for health and safety aspects of hazardous material handling.</p> <p>MM-HM-C5: Hauling. Any contaminated material (soil, asphalt, railroad ballast, concrete, or debris) that is to be hauled off-site and is considered a "waste product" shall be classified as hazardous or nonhazardous waste prior to disposal. A hazardous waste manifest shall be prepared and the material transported to an appropriate class of facility for proper recycling or landfill disposal. If the soil is nonhazardous but still exceeds levels that preclude its return to the excavation, a less restrictive method of handling a disposal would be permitted.</p> <p>MM-HM-C6: Unplanned Discovery. All construction contractors shall be instructed to immediately stop all subsurface activities in the</p> | |

| Issue | Impact | Significance Before Mitigation | Mitigation Measure(s) | Significance After Mitigation |
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| | | | <p>event that potentially hazardous materials are encountered, an odor is identified, or significantly stained soil is visible. Contractors shall be instructed to follow all applicable regulations regarding discovery and response for hazardous materials encountered during the construction process. Hazardous waste generated by the contractor at the site shall be disposed of in accordance with the City's Notification of Hazardous Substances General Conditions in the construction contract.</p> <p>MM-HM-C7: Groundwater Contamination. In the event groundwater is encountered during construction, dewatering shall be minimized. Sampling ports shall be provided in the dewatering system. The produced water shall be temporarily stored in large Baker-type tanks and analyzed by a state-certified environmental laboratory. If the groundwater quality falls within guidelines established by the City Department of Public Works, Bureau of Sanitation, a permit shall be obtained to discharge the water into a nearby sewer.</p> <p>MM-HM-C8: On-Site Groundwater Treatment. If hydrocarbon or other water contamination precludes the measures in MM-HM-C7, contaminated groundwater shall be treated on-site (such as in an oil-water separator) or hauled off-site for treatment and disposal in accordance with applicable regulations.</p> <p>MM-TRAF-C1: Construction Traffic Management Plan. The Los Angeles Department of Transportation shall develop and implement a Traffic Management Plan (TMP) to reduce construction-related traffic impacts. The TMP shall be prepared during final design for</p> | |

| Issue | Impact | Significance Before Mitigation | Mitigation Measure(s) | Significance After Mitigation |
|-------|--|--------------------------------|---|-------------------------------|
| | | | <p>implementation during construction to mitigate the traffic impacts caused by construction of the Project. The TMP shall identify potential measures such as public awareness and changeable message signs (CMS). The TMP shall be developed in consultation with emergency service providers (i.e., local police and fire departments).</p> <p>The TMP shall address temporary traffic signals, bicycle lane detours, or using flagmen adjacent to construction activities, as appropriate. A community affairs entity shall be established to administer a construction impact mitigation program. This program shall keep the community informed of all construction activities and shall also set up a hotline number with a direct connection to Project staff. The program shall identify community/business needs prior to and during the construction period through the use of surveys and community meetings.</p> | |
| | <i>Operation</i> | | | |
| | <p>Operation would entail the routine use of potentially hazardous materials for daily functions within the selected MSF site. All applicable regulatory procedures and practices would be followed to properly use, control and store such materials.</p> | LTS | None required. | LTS |

| Issue | Impact | Significance Before Mitigation | Mitigation Measure(s) | Significance After Mitigation |
|--|--|--|-----------------------------------|-------------------------------|
| Human Health Hazards. | <i>Construction</i> | | | |
| | During construction, the transport of contaminated soils could involve potential exposure risks to construction workers and to the general public along roadways. Sensitive uses (e.g., schools) would be taken into account when selecting haul routes. | LTS | MM HM-C1 through MM-HM-C6. | LTS |
| | <i>Operation</i> | | | |
| The use and transport of any hazardous materials, such as lubricants and cleaning solvents, required for the operation would be minimal, would comply with applicable regulations, and would therefore not pose a danger to sensitive receptors. | LTS | None required. | LTS | |
| 3.8 Land Use | | | | |
| Land Use Plan Consistency. | <i>Construction</i> | | | |
| | Construction would occur with the public street rights-of-way or on the MSF site. Construction activities, which would be temporary and transitory, would follow applicable controls and regulations and therefore would not be in conflict with applicable land use plans for the study area. | LTS | None required. | LTS |
| | <i>Operation</i> | | | |
| The Project would not conflict with any land use plans or policies, once operational. | LTS | RCM-LU-01: Downtown Design Guidelines. Design of the Project would comply with all applicable guidelines and requirements included in the <i>Downtown Design Guidelines</i> and Public Benefit projects performance measures, if necessary. | LTS | |

| Issue | Impact | Significance Before Mitigation | Mitigation Measure(s) | Significance After Mitigation |
|--------------------------------|---|--------------------------------|---|-------------------------------|
| Land Use Compatibility. | <i>Construction</i> | | | |
| | Construction would occur with the public street rights-of-way or on the MSF site, and therefore would not divide, isolate, or substantially disrupt a community or neighborhood Temporary loss of on-street parking and impairment of access to businesses would occur during construction. | LTS | RCM-LU-C1: Business Access and Signage. The construction contractor shall provide signs for businesses whose frontage is obstructed by construction work indicating that the business is open during construction, and provide information regarding access to the business. | LTS |
| | One business (Guadalupe Wedding Chapel) and one vacant business are located on the Broadway/2 nd Street MSF site, and an ongoing parking lot business. Acquisition of the MSF site would require displacement of the affected parking lot business. The Guadalupe Wedding Chapel business would also be displaced. Compensation to the property owner and business operation, and relocation assistance would be provided. | LTS | RCM-LU-C2: Business Displacement. Proposed displacement of the Guadalupe Wedding Chapel and parking lot business as a result of the Project would occur in accordance with applicable laws and regulations, including the <i>Uniform Business Relocation Assistance and Real Property Acquisition Policies Act of 1970</i> , as mentioned. | LTS |
| | <i>Operation</i> | | | |
| | The permanent Project elements and features would be consistent with their surroundings and would not divide, isolate, or substantially disrupt a community or neighborhood. | LTS | None required. | LTS |
| | Creation of the MSF would be done in satisfaction of the Los Angeles Municipal Code (LAMC), Section 14.00, Article 4, pertaining to Public Benefit Projects. | LTS | MM-LU-O1: LAMC Public Benefits Projects Conformity. The Project shall adhere to the requirements of LAMC Section 14.00 in all respects and shall follow all applicable procedures. All applicable performance standards or alternative compliance measures shall be addressed and all procedures for review and approval shall be followed. The City of Los Angeles BOE shall ensure the carrying out of the mitigation measure. | LTS |

| Issue | Impact | Significance Before Mitigation | Mitigation Measure(s) | Significance After Mitigation |
|--------------------------------|--|--------------------------------|--|-------------------------------|
| 3.9 Noise and Vibration | | | | |
| Noise. | <p><i>Construction</i></p> <p>Construction noise levels would exceed specified limits in the <i>L.A. CEQA Thresholds Guide</i>. Impacts would, however, be temporary and transitory, with impacts moving away from affected locations to the next area of construction. Noise associated with construction of the MSF would be experienced by receptors in the vicinity for extended periods of time. Mitigation measures would reduce impacts, but residual impacts would remain.</p> | PS | <p>MM-NV-C1: Nighttime Construction. The contractor shall limit nighttime construction to generate lower noise levels.</p> <p>MM-NV-C2: Equipment Specifications. Contractor shall use specialty equipment with enclosed engines and/or high-performance mufflers, where practicable and available.</p> <p>MM-NV-C3: Equipment Siting The contractor shall locate equipment and staging areas as far from noise-sensitive receivers as practicable.</p> <p>MM-NV-C4: Idling. The contractor shall limit unnecessary idling of equipment.</p> <p>MM-NV-C5: Noise Barriers. The contractor shall install temporary noise barriers to enclose stationary noise sources, such as compressors, generators, laydown and staging areas, and other noisy equipment as appropriate and practicable.</p> <p>MM-NV-C6: Construction Truck Traffic. The contractor shall reroute construction-related truck traffic away from residential buildings to the extent practicable.</p> <p>MM-NV-C7: Loud Equipment. The contractor shall sequence the use of equipment so that simultaneous use of the loudest pieces of equipment is avoided as much as practicable.</p> <p>MM-NV-C8: Impact Equipment. The contractor shall avoid the use of impact equipment and, where practicable, use non-impact equipment. Non-impact equipment could include electric or hydraulic-powered equipment rather than diesel and gasoline-powered equipment where feasible.</p> | SU |

| Issue | Impact | Significance Before Mitigation | Mitigation Measure(s) | Significance After Mitigation |
|-------------------------|--|--------------------------------|---|-------------------------------|
| | | | <p>MM-NV-C9: Portable Noise Control. The contractor shall use portable noise control enclosures for welding in the construction staging area.</p> <p>MM-NV-C10: LAMC Variance. If a noise variance from Section 41.40(a) of the Los Angeles Municipal Code is required, a noise limit shall be specified. The contractor shall employ a combination of recommended noise-reducing approaches to meet the noise limit.</p> <p>MM-NV-C11: Noise Control Plan. Specific measures to be employed to mitigate construction noise impacts shall be developed by the contractor and presented in the form of a Noise Control Plan. The Noise Control Plan shall be submitted for review and approval before the beginning of construction activities.</p> | |
| Streetcar Noise. | <i>Operation</i> | | | |
| | Noise generated from streetcar operations (i.e., wheel squeal) would exceed FTA Moderate impact criteria and <i>CEQA</i> significance threshold at Disney Hall (Grand Avenue Extension, only). | S | MM-NV-01: Frog Installation. The contractor shall install a “low impact” frog, for special trackwork as well as wheel dampers if wheel squeal occurs. | LTS |
| | Noise generated from MSF operations would exceed FTA criteria and <i>CEQA</i> significance thresholds at Guadalupe Wedding Chapel (Broadway/2nd Street) and two multi-family residences (11 th Street/Olive Street [East]). | LTS | MM-NV-02: Frog Installation. The contractor shall use a “low impact” frog, for all special trackwork within the MSF. Rail lubricators shall be installed at all tight radius curves within the MSF to reduce and control wheel squeal. | LTS |
| | TPSS operations would not exceed FTA criteria or <i>CEQA</i> significance thresholds. | NI | MM-NV-03: TPSS Specifications. TPSS units shall be ordered specifying adherence to the Contract Specification noise level limit of 50 dBA at 50 feet from any side of the TPSS unit. | NI |

| Issue | Impact | Significance Before Mitigation | Mitigation Measure(s) | Significance After Mitigation |
|-------------------|---|--------------------------------|--|-------------------------------|
| Vibration. | <i>Construction</i> | | | |
| | <p>Construction activities, such as compaction, pavement breaking, and the use of excavators, could result in perceptible levels of groundborne vibration. Physical damage to structures, including fragile buildings, is not expected and can be avoided with proper mitigation.</p> | LTS | <p>MM-NV-C12: Preconstruction Survey. A preconstruction survey shall be conducted, including an inspection of building foundations and photographs of pre-existing conditions. The survey can be limited to (1) the first row of buildings along the selected alignment and will include the locations of the glass blocks and associated subterranean vaults and (2) buildings within approximately 200 feet of the construction zone that are deemed to be extremely susceptible to vibration. These will be included in the survey.</p> <p>MM-NV-C13: Vibration Limits. Per the <i>FTA Guidance Manual</i>, construction vibration shall be limited to the PPV, ranging from 0.12 inch per second for “buildings identifiable as being extremely susceptible to vibration damage” to 0.5 inch per second for “reinforced concrete, steel, or timber” buildings. The contract specifications shall establish appropriate damage risk vibration limits for historic properties within 200 feet of construction.</p> <p>MM-NV-C14: Vibration Monitoring. The contractor shall be required to monitor vibration at any building where the lower vibration limit is applicable and at any location where complaints about vibration are received from building occupants. This shall include “special” land uses, such as the Disney Concert Hall, Music Center, and the Colburn School (under the Grand Avenue Extension).</p> <p>MM-NV-C15: Alternate Procedures. If the contractor’s plan calls for high-vibration construction activities being performed close to</p> | LTS |

| Issue | Impact | Significance Before Mitigation | Mitigation Measure(s) | Significance After Mitigation |
|--|---|--------------------------------|---|-------------------------------|
| | | | <p>structures, the contractor may be required to use alternative procedures that produce lower vibration levels. Alternative procedures shall include the use of non-vibratory compaction in limited areas and concrete saws in place of jackhammers or pavement breakers for demolition. To avoid potential interference with “special” land uses caused by construction vibration, the contractor shall be required to coordinate with building owners to limit high-vibration construction activities to times when sensitive activities are not occurring inside the buildings.</p> <p>MM-NV-C16: Mitigation Coordinator. The Contractor shall hire a Mitigation Coordinator to provide notice to venues and sound-sensitive land uses along the corridor at least two weeks in advance of construction activities. The role of the Mitigation Coordinator will be to respond to concerns related to implementation of construction-related mitigation measures.</p> | |
| Streetcar Vibration. | <i>Operation</i> | | | |
| | Streetcar operations could result in vibration impacts inside some sensitive spaces such as theatres and concert halls. | LTS | MM-NV-04: Special Vibration Mitigation. If the track would be less than 1 foot from any part of a building foundation, mitigation measures, such as a resilient mat installed under the trackbed or comparable design measure, would be used. | LTS |
| 3.10 Transportation and Traffic | | | | |
| Intersection Capacity. | <i>Construction</i> | | | |
| | Intersections would experience deterioration in performance due to Project construction activities. | S | MM-TRAF-C1: Construction Traffic Management Plan. MM-TRAF-C2: Construction Mitigation Monitoring. A construction mitigation program shall be | LTS |

| Issue | Impact | Significance Before Mitigation | Mitigation Measure(s) | Significance After Mitigation | |
|---------------------------------|---|--------------------------------|--|-------------------------------|--|
| | | | established with participation of BOE, Bureau of Contracts Administration, and the construction contractor. All mitigation measures shall be monitored and reported to BOE on a quarterly basis. | | |
| | <i>Operation</i> | | | | |
| | Once operational, identified intersections would operate with delays exceeding LADOT impact significance criteria at the following locations: <ul style="list-style-type: none"> Hill Street/1st Street (LPA) Hill Street/7th Street (LPA) Grand Avenue/1st Street (Grand Avenue Extension) | S | None Available | SU | |
| Transit System Capacity. | <i>Construction</i> | | | | |
| | Delays associated with lane closures would affect public transit vehicles if services are not rerouted. | LTS | MM-TRAF-C1: Construction Traffic Management Plan. | LTS | |
| | <i>Operation</i> | | | | |
| | Operation would supplement both regional transit services and local circulators.. | LTS | None required. | N/A | |
| Bicycle Safety. | <i>Construction</i> | | | | |
| | Lane closures, construction equipment within the public roadway, and temporary traffic operations deterioration may result in safety hazards for bicyclists. Bicycle travel would be maintained during construction but some lane closures and detours would be necessary. | LTS | MM-TRAF-C1: Construction Traffic Management Plan. | LTS | |
| | <i>Operation</i> | | | | |
| | Bicycle/rail flangeway conflicts would exist on street segments without designated bicycle lanes and where bicycles and | PS | MM-TRAF-O1: Bicycle Safety Measures. Mitigation to be considered would include: | SU | |

| Issue | Impact | Significance Before Mitigation | Mitigation Measure(s) | Significance After Mitigation |
|---|---|--------------------------------|--|-------------------------------|
| | <p>streetcars must share the curb travel lane. This occurs at the following locations:</p> <ul style="list-style-type: none"> • Broadway – 1st to 11th Streets • Hill Street – 7th Street to 1st Street <p>Conflicts consist of the potential for bicycle tires to become lodged in streetcar track flangeways.</p> | | <ul style="list-style-type: none"> • Signage and pavement markings to alert bicyclists to the presence of streetcar tracks. • Instruct cyclists to cross tracks perpendicular to the direction of the rails for left-turning cyclists; pavement markings shall be provided to encourage perpendicular bicycle turning movements, such as “Copenhagen Left” turns. The signage and/or pavement markings would also clearly identify the presence of the flangeway to cyclists traveling parallel to the fixed guideway. • Alert bicyclists to use parallel bike routes (or Class II bike facilities) where available, such as Spring Street as an alternative to southbound Broadway. • Recommended alternate routes. | |
| Pedestrian Safety. | <i>Construction</i> | | | |
| | Lane closures, construction equipment within the public roadway, and temporary traffic operations deterioration may result in safety hazards for pedestrians. | LTS | MM-TRAF-C1: Construction Traffic Management Plan. | LTS |
| | <i>Operation</i> | | | |
| Streetcar operations and station boarding areas would be designed to provide for adequate pedestrian safety while boarding and alighting. | LTS | None required. | LTS | |
| Vehicular Safety. | <i>Construction</i> | | | |
| | Lane closures, construction equipment within the public roadway, and temporary traffic operations deterioration may result in safety hazards for motorists and emergency service providers. Temporary vehicle lane closures and detours | LTS | MM-TRAF-C1: Construction Traffic Management Plan. | LTS |

| Issue | Impact | Significance Before Mitigation | Mitigation Measure(s) | Significance After Mitigation |
|--|--|--------------------------------|-----------------------|-------------------------------|
| | would be required. Emergency service provider access would be maintained during construction, but operation at some intersections would experience temporary deterioration of levels of service. | | | |
| | <i>Operation</i> | | | |
| | Streetcar operations would not increase the risks related to vehicles. | LTS | None required. | LTS |
| NI = No Impact; LTS = Less Than Significant; PS = Potentially Significant; S = Significant; SU = Significant and Unavoidable | | | | |

1.9 Community/Public Outreach Efforts

1.9.1 Notice of Availability of the Draft EIR

In its role as the Lead Agency, the City of Los Angeles Department of Public Works Bureau of Engineering distributed a Notice of Availability of the Draft EIR. The Notice of Availability of the Draft EIR for a 45-day public review period, which closed on August 8, 2016, was sent to all known responsible agencies, numerous City of Los Angeles departments that could have interest or discretionary approval regarding the Project, and individuals and organizations known to have interest in the Project, or type of project. A Notice of Availability was mailed out to 107 agencies on June 24, 2016. Display advertisements were placed in the Los Angeles Downtown News in both the print and digital editions; the advertisement appeared in the July 5 edition and the digital advertisements ran online between July 5 and July 11, 2016. In addition, the Notice of Availability, copies of the Executive Summary, and CDs of the Draft EIR were sent to the State of California Governor's Office of Planning and Research, State Clearinghouse, for further responsible agency distribution. The Notice of Availability was also posted with the Office of the City Clerk and Los Angeles County Clerk office. Copies of the Notice of Availability and newspaper notice for the Draft EIR are included (respectively) in Attachment A and Attachment B of this Final EIR.

A press release was prepared and sent to Councilmember Huizar's office for distribution to the media. The release was also sent to local bloggers, several of whom posted information about the meeting. A meeting notice was sent out via Councilmember Huizar's office e-newsletter on July 8 and constituents were kept informed via the Councilmember's twitter page.

1.9.2 Public Hearing

On July 12, 2016, the Bureau of Engineering held a public hearing at the Ronald F. Deaton Civic Auditorium, LAPD, at 100 W. 1st Street, Los Angeles, CA 90012, to give an overview of the proposed Project and solicit comments on the EIR. A total of 2,300 flyers providing information about the hearing were mailed to stakeholders immediately adjacent to the project alignment. A total of 300 flyers were distributed to businesses along the alignment. Twenty-seven people attended the public hearing and four people spoke for the record. A court reporter was present to take comments, and Spanish language translation service was also made available. Three oral comments were received at the public hearing. A copy of the transcripts from the public hearing is included as Attachment C, and applicable responses to the comments made at the hearing are included in Section 3 of this Final EIR.

1.9.3 Public Review of the Draft EIR

The Draft EIR was circulated for review and comment by the public and other interested parties, agencies, and organizations for 45 calendar days starting June 24, 2016 and ending on August 8, 2016. The Draft EIR was made available at the following locations.

- Bureau of Engineering, Environmental Management Group, 1149 South Broadway, 6th Floor, contact: William Jones at (213) 485-5760, fax: (213) 847-0656
- Bureau of Engineering website—http://eng.lacity.org/techdocs/emg/historic_streetcar.htm

- Los Angeles Central Public Library; 630 W. 5th Street, Los Angeles, CA 90071
- Little Tokyo Branch Library; 203 S. Los Angeles Street, Los Angeles, CA 90012

All documents referenced in the Draft EIR were available for review (either as included in the Reference Library CD and/or provided by request as directed to William Jones or someone else at Bureau of Engineering).

Chapter 2 Responses to Comments

All letters commenting on the Draft EIR have been reproduced and are included in this section, followed by the City's responses to those letters. All agencies and members of the public from whom an individual letter was received during the public review period are listed below. Each issue that was raised within each comment letter has been assigned a consecutive number that corresponds to a response number. In order to assist in the location of comment letters and responses, the respective names of the authors of the comment letters are indicated prior to each comment letter response.

| Comment Letter | Commenter | Date |
|-------------------------|--|-------------|
| Federal Agencies | | |
| F1 | Federal Emergency Management Agency | 6/15/16 |
| F2 | U.S. Environmental Protection Agency | 7/18/16 |
| State Agencies | | |
| S1 | California Department of Transportation | 8/8/16 |
| S2 | California Highway Patrol | 7/21/16 |
| Local Agencies | | |
| L1 | County of Los Angeles Department of Parks and Recreation | 7/26/16 |
| L2 | County of Los Angeles Fire Department | 7/22/16 |
| Businesses | | |
| B1 | Anschutz Entertainment Group | 8/4/16 |
| B2 | Downtown Properties, LLC | 8/9/16 |
| B3 | Equity Residential | 8/8/16 |
| B4 | Grand Central Market | 7/25/16 |
| B5 | South Park Business Improvement District | 7/19/16 |
| B6 | Think Tank Gallery | 7/25/16 |
| B7 | Tribune Real Estate Holdings | 8/8/16 |
| B8 | XYVest Holdings Inc. | 8/9/16 |
| B9 | Central City Association of Los Angeles | 7/27/16 |
| B10 | Historic Core Business Improvement District | 7/19/16 |
| Individuals | | |
| I1 | Acuna, Ana | 8/4/16 |
| I2 | America, Phil | 8/2/16 |
| I3 | Benjamin, Gary | 8/5/16 |
| I4 | Busalacchi, Nick | 8/2/16 |
| I5 | C., Zach | 8/4/16 |
| I6 | Chier, Andrew | 7/7/16 |
| I7 | Elgas, David | 8/8/16 |
| I8 | Figueroa, Fred | 7/14/16 |

| Comment Letter | Commenter | Date |
|-----------------------|---|-------------|
| I9 | Flynn, Paula | 8/7/16 |
| I10 | Friedman, Alexander | 6/30/16 |
| I11 | Gagan, Patti | 8/4/16 |
| I12 | Kay, Gregory | 8/8/16 |
| I13 | Khaledy, Mo | 8/2/16 |
| I14 | Lake, Steven | 7/25/16 |
| I15 | Langlois, Francis / LUMA HOA Board of Directors | 8/8/16 |
| I16 | Larson, Craig | 8/8/16 |
| I17 | Lee, Sheley | 8/7/16 |
| I18 | Logan, Mike | 8/8/16 |
| I19 | Lorton, William | 8/4/16 |
| I20 | Lu, Robert | 8/3/16 |
| I21 | Parrett, Michael | 7/12/2016 |
| I22 | Rank, Joseph & Garcia, Margarita | 8/5/16 |
| I23 | Serrano, Martin | 7/6/16 |
| I24 | Targowski, John | 8/4/16 |
| I25 | Toumasis, Peter | 8/8/16 |
| I26 | Ward, Don | 8/8/16 |
| I27 | Zucker, Donald | 8/8/16 |
| I28 | Zucker, Ranjini | 8/8/16 |
| Public Hearing | | |
| PH1 | Brown, David | 7/12/16 |
| PH2 | Gary, Ben | 7/12/16 |
| PH3 | Gibbs, Curtis | 7/12/16 |

2.1 Federal Agencies

2.1.1 Letter F1: Federal Emergency Management Agency

Comment Letter F1

*Received
5/24/16*

U.S. Department of Homeland Security
FEMA Region IX
1111 Broadway, Suite 1200
Oakland, CA. 94607-4052



FEMA

June 15, 2016

William Jones
City of Los Angeles Department of Public Works
Bureau of Engineering
1149 South Broadway, Suite 600
Los Angeles, California 90015-2213

Dear Mr. Jones:

This is in response to your request for comments regarding City of Los Angeles Notice of Availability Draft Environmental Impact Report for Restoration of Historic Streetcar Service in Downtown Los Angeles Project (SCH #2013011001).

Please review the current effective countywide Flood Insurance Rate Maps (FIRMs) for the County of Los Angeles (Community Number 065043), Maps revised January 6, 2016 and City of Los Angeles (Community Number 060137), Maps revised September 26, 2008. Please note that the City of Los Angeles, Los Angeles County, California is a participant in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65.

A summary of these NFIP floodplain management building requirements are as follows:

- All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and A1 through A30 as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map.
- If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, any **development** must not increase base flood elevation levels. **The term development means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials.** A hydrologic and hydraulic analysis must be performed *prior* to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways.

F1-1

www.fema.gov

William Jones
Page 2
June 15, 2016

- All buildings constructed within a coastal high hazard area, (any of the “V” Flood Zones as delineated on the FIRM), must be elevated on pilings and columns, so that the lowest horizontal structural member, (excluding the pilings and columns), is elevated to or above the base flood elevation level. In addition, the posts and pilings foundation and the structure attached thereto, is anchored to resist flotation, collapse and lateral movement due to the effects of wind and water loads acting simultaneously on all building components.
- Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies of FEMA’s Flood Map Revision Application Packages, please refer to the FEMA website at <http://www.fema.gov/business/nfip/forms.shtml>.

F1-1
cont.

Please Note:

Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community’s floodplain manager for more information on local floodplain management building requirements. The Los Angeles floodplain manager can be reached by calling Gary L. Moore, at (213) 485-4935. The Los Angeles County floodplain manager can be reached by calling George De La O, Senior Civil Engineer, at (626) 458-7155.

If you have any questions or concerns, please do not hesitate to call Michael Hornick of the Mitigation staff at (510) 627-7260.

Sincerely,



Gregor Blackburn, CFM, Branch Chief
Floodplain Management and Insurance Branch

cc:

Gary L. Moore, City Engineer, City of Los Angeles
George De La O, Senior Civil Engineer, Watershed Management Development, Los Angeles County
Garret Tam Sing/Salomon Miranda, State of California, Department of Water Resources, Southern Region IX
Michael Hornick, NFIP Planner, DHS/FEMA Region IX
Alessandro Amaglio, Environmental Officer, DHS/FEMA Region IX

www.fema.gov

Response to Letter F1: Federal Emergency Management Agency

F1-1

Refer to Chapter 5, Section 5.1.5, of the Draft EIR for a discussion of the hydrology and water resources impacts. As is noted in that section, based upon a review of available mapping, the proposed Project is not within a 100-year flood zone. Prior to completion of Project design, the referenced Federal Emergency Management Agency maps will be reviewed for concurrence.

2.1.2 Letter F2: U.S. Environmental Protection Agency

7/18/2016

City of Los Angeles Mail - Query: LA Street Car Project (Attn: William Jones)

Comment Letter F2



William Jones <william.jones@lacity.org>

Query: LA Street Car Project (Attn: William Jones)

2 messages

Appleton, Zac <Appleton.Zac@epa.gov>

Mon, Jul 18, 2016 at 12:03 PM

To: "eng.lastreetcarproject@lacity.org" <eng.lastreetcarproject@lacity.org>

Dear Mr. Jones,

My office has received a copy of the CEQA NOA for the DEIR for the Restoration of Historic Streetcar Service in Downtown Los Angeles Project, and I had a few questions you might be able to help me with. As my office is responsible for NEPA reviews, does/will this project have a NEPA component? Is there a nexus with FTA funding? If so, what is the overall project plan that would then initiate NEPA?

F2-1

Thanks,

Zac Appleton, NEPA Reviewer

U.S. Environmental Protection Agency, Region 9

75 Hawthorne Street, ENF-4-2

San Francisco, CA 94105

Phone: 415-972-3321

Fax: 415-947-8026

William Jones <william.jones@lacity.org>

Mon, Jul 18, 2016 at 1:28 PM

To: "Appleton, Zac" <Appleton.Zac@epa.gov>

Cc: "Carter, Peter" <CarterP@metro.net>, Reza Shahmirzadi <reza.shahmirzadi@lacity.org>, Kari Derderian <kari.derderian@lacity.org>, "Shane Phillips - Urban One (sPhillips@lastreetcar.org)" <sPhillips@lastreetcar.org>

Good Afternoon Mr. Appleton,

Yes, a NEPA document will be prepared after the CEQA process. Yes, there is a nexus with FTA funding and the Small Starts construction grant agreement program.

Additional questions can best be answered by others on the project team. I will forward your email to Peter Carter from MTA. He should be able to advise further on the federal aspect.

[Quoted text hidden]

—

William Jones, M.A., M.S., E.I.T., R.E.P.A.
Environmental Management Group | Environmental Supervisor II
Bureau of Engineering | Department of Public Works
1149 So. Broadway, Suite 600, Los Angeles, CA 90015, MS-939

<https://mail.google.com/mail/u/0/?ui=2&ik=9afc1c389d&view=pt&search=inbox&th=155ff649f68cb4bc&siml=155ff649f68cb4bc&siml=155ffb27d8b62db4>

1/2

Response to Letter F2: U.S. Environmental Protection Agency

F2-1

Confirmation of receipt of the Draft EIR by the Environmental Protection Agency is acknowledged. As stated in Chapter 2, *Project Description*, if federal funds are sought, the completion of a federally required Environmental Assessment/Finding of No Significant Impact (EA/FONSI) would be necessary, managed under the direction of the Federal Transit Administration (FTA), who would be providing funding under its Capital Investment “Small Starts” Grant Program. Those federal activities would occur subsequent to completion of the CEQA process for which this EIR has been prepared.

2.2 State Agencies

2.2.1 Letter S1: California Department of Transportation

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7-OFFICE OF TRANSPORTATION PLANNING
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-9140
FAX (213) 897-1337
www.dot.ca.gov

Comment Letter S1



*Serious drought.
Help save water!*

August 8, 2016

Mr. William Jones
City of Los Angeles, Dept. of Public Works
Bureau of Engineering
1149 S. Broadway, Suite 600
Los Angeles, CA 90015-2213

RE: Restoration of Historic Streetcar in
Downtown Los Angeles
Draft Environmental Impact Report
SCH #2013011001, IGR #160649-FL
Vic. LA/ 110/ various locations

Dear Mr. Jones:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project includes construction and operation of an electrically powered streetcar service via one of five alternatives that are analyzed in the above-mentioned Draft EIR.

Boarding platforms would be provided on most blocks along the alignment (final platform locations to be determined in final design), and power to the streetcars would be provided by a series of traction power substations located along the alignment and delivered by means of overhead catenary wires supported on trolley poles located in the sidewalks along the alignment. Also, a maintenance and storage facility would be constructed to service street car vehicles.

Based on a review of the Draft Environmental Impact Report (DEIR) and Traffic Impact Report in the Appendices, Caltrans offers the following comments:

Traffic

- Interstate 110 (I-110) could potentially be impacted at the NB off-ramp to 9th Street by Alternatives 4 and 5 during peak periods. At the bottom of the NB off-ramp, Francisco Street intersects from the north forming a T-intersection, which is a short distance west of Figueroa Street. The majority of the traffic on EB 9th street, approaching Figueroa Street, is being generated by the I-110 NB/SB off-ramps due to the geometrics/layout of the surrounding arterial streets. Additional traffic from SB I-110 off-ramp empties onto 9th Street, joining the NB I-110 off-ramp traffic at the east approach to Francisco Street. It is noted in the Final Transportation Technical Report dated June 2016 that during the year

S1-1

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to enhance California's economy and livability"*

Mr. William Jones
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2020 with Project, Figueroa Street & 9th Street (Table 4-15, 4-20, 4-21) indicates this intersection will have a LOS F; this is not including cumulative projects within the area during peak periods. No traffic study was done at the NB I-110 off-ramp to 9th Street with/without project plus the cumulative traffic. Please include in the traffic study a queuing analysis for the NB off-ramp. S1-1
cont.

- It is recommended that Olympic Boulevard should be studied, in that it might potentially be a better option than Alternatives 4 & 5 (EB 9th Street) in helping mitigate the delay and LOS as shown on DEIR dated June 2016, Pg. 3.10-43 at Figueroa Street & Olympic Boulevard. LA Live, Marriott, Staples Center and Convention Center all located either on Olympic Boulevard or just south would be served by the Historic Streetcar Project. The DEIR, Figure 3.8-3 Zoning Designations shows that Olympic Boulevard would provide a more equal access to residents located between 9th Street and 11th Street as well. S1-2

- Caltrans recommends that construction vehicles and/or large size truck trips be limited to off peak traffic periods for the I-110 Freeway off-ramps at 9th Street and other ramps within the vicinity. S1-3

Planning

- Consider a convenient streetcar connection to major transit hub Union Station and major traffic generators such as Dodger Stadium, Staples Center, Convention Center, Garment District, Chinatown, or the Arts District. This would potentially have a positive impact on the adjacent State Highway System (SHS) by reducing motor vehicle trips that impact the SHS. S1-4

- Development in the area west of I-110 Freeway is accelerating, consider connecting with areas west of I-110 Freeway. This would help to mitigate traffic impacts to the I-110 Freeway by reducing vehicular trips across the I-110/I-110 corridor, and thereby reducing impacts on SHS freeway off-ramps and on-ramps. S1-5

- Consider future development of a streetcar and transit to LA River Neighborhoods, Echo Park and Silverlake where there is a lack of or nonexistent connecting services to Downtown Los Angeles. This would potentially have a positive impact on the adjacent State Highway System (SHS) by reducing motor vehicle trips that impact the SHS. S1-6

- Return trips should occur either on the same street or a block or two away. The distance between 7th Street/11th Street and Main Street/Figueroa Street may discourage use. Consider options, such as turntable platform options on two-way street routes for more convenient return trips on the same route, and/or parallel routes with bicycle and pedestrian facilities. Parallel and connecting to street with bicycle infrastructure such as the green bike lanes and bicycle share stations. The goal is to reduce vehicular trips in S1-7

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downtown which benefits adjacent SHS operation, such that less off-ramp delay, less traffic entering mainline. [S1-7 cont.]

- There may be potential significant impact on bicycle safety where the streetcar would be traveling in the right hand lane and no existing or planned separated bicycle lane is provided because bicycle tires might get caught in the flange way of the streetcar tracks. This can be mitigated by considering several options, such as to provide a separate bicycle lane where such bicycle-streetcar conflicts are currently expected, operate the streetcar in the left-hand travel lane or the center of the street, and/or implement rubber flanges or similar technology in the streetcar tracks that are depressed by the weight of a streetcar wheel but not a bicycle. [S1-8]
- Make routes leading to/from stations to/from destinations bicycle and pedestrian friendly so as to make it more convenient for people to ride the streetcars, and therefore increase ridership. This would, in return, reduce demand for vehicular trips in the downtown area, and thus reduce congestion on nearby SHS facilities. [S1-9]
- Consider using renewable energy to power streetcar (solar and wind). If feasible, place solar panels on top of streetcar. [S1-10]
- Approved Temporary Traffic Control Plan shall include the accommodation of pedestrians and bicyclists through the construction zone, as per CA MUTCD. [S1-11]
- ADA curb ramps located within Caltrans jurisdiction must meet the current Caltrans standard and should be checked by the Caltrans District ADA Coordinator from Traffic Engineering. The curb ramps within Caltrans Right-of-Way may need to be upgraded to current standards. [S1-12]
- Bicycle and pedestrian facilities shall conform to Caltrans Highway Design Manual and CA MUTCD. [S1-13]

Caltrans is aware of the challenges that the region is faced with in identifying viable solutions to reducing congestion on State facilities. Caltrans encourages implementation of Active Transportation amenities that will provide an attractive alternative to driving. Caltrans will work with City to look for every opportunity to develop project that improve safety and connectivity for pedestrians and bicyclists.

Caltrans continues to strive to improve its standards and processes to provide flexibility while maintaining the safety and integrity of the State's transportation system. It is our goal to implement strategies that are in keeping with our mission statement, which is to *"provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability."*

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As a reminder, storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful of your need to discharge clean run-off water and it is not permitted to discharge onto State highway facilities. S1-14

Any work to be performed within the State Right-of-way will need an Encroachment Permit and any transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a Caltrans transportation permit. For information on the Permit process, please contact Caltrans District 7 Office of Permit at (213) 897-3631. S1-15

If you have any questions or concerns regarding these comments and/or wish to schedule a meeting, please feel free to contact me at (213) 897 – 9140 or project coordinator Frances Lee at (213) 897-0673 or electronically at frances.lee@dot.ca.gov.

Sincerely,



DIANNA WATSON
Branch Chief, Community Planning & LD IGR Review

cc: Ron Kosinski, DDD - D7 Div. of Env. Plng.
Scott Morgan, State Clearinghouse

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to enhance California's economy and livability"*

Response to Letter S1: California Department of Transportation

S1-1

To determine the opening year (2020) transportation impacts, Draft EIR Appendix J, Restoration of Historic Streetcar Service in Downtown Los Angeles – Transportation Technical Study (hereafter Transportation Technical Study) took into consideration future changes to the existing roadway lane configurations due to the *MyFigueroa* project as well as background traffic due to ambient growth and known programmed and planned future (related) development projects. As indicated in the Transportation Technical Study, the traffic analysis for the opening year (2020), both with and without Project, found that the intersection of Figueroa and 9th Streets, which is an exit route from northbound Interstate Highway (I-) 110, is not anticipated to be affected by any of the proposed Project alternatives. In fact, the overall intersection level of service is projected to improve with the addition of the proposed Project. It should be further noted that Alternative 3 has been identified as the Locally Preferred Alternative and Alternative 2 (which includes the Grand Avenue Extension) remains under consideration as an optional addition to the Project. The use of 9th Street for a portion of the Project route is therefore not under further consideration.

S1-2

The Draft EIR analyzes 9th Street as a potential eastbound route for a variety of reasons, including a greater number of connections to important destinations such as Ralph's supermarket and FIDM, historic integrity, and community support (*Alternatives Analysis*, page 50). The route options studied in the EIR both forecast reduced delay at the intersection of 9th Street and Figueroa Street as a result of the Project, relative to the No Project option (Draft EIR Appendix J, pages 84, 86, 96, and 98). Although a streetcar alignment with an eastbound section on Olympic Boulevard would be near LA Live, Staples Center, and the Convention Center, these sites would be served by a planned streetcar stop at 11th Street and Figueroa Street. Moreover, CEQA requires a reasonable range of alternatives. As demonstrated by the extensive alternatives analysis in Chapter 4 of the Draft EIR, where many alternatives to the Project were considered, including five alternatives fully analyzed, the Draft EIR satisfies the obligation to consider a reasonable range of alternatives.

S1-3

As is noted in the EIR (page 3.10-23), construction activities would typically take place between the hours of 7 a.m. and 9 p.m., in accordance with Los Angeles Municipal Code Section 41.40(a). Construction activities may occur during nighttime periods, however, with approval from the Board of Police Commissioners, pursuant to Los Angeles Municipal Code Section 41.40(f). To the extent that moving construction vehicles and large-sized trucks during off-peak traffic periods would be consistent with the construction activities occurring at the time, such movements would not be precluded.

Both the City of Los Angeles Bureau of Engineering and the Los Angeles Department of Transportation (LADOT) (who would have regulatory authority over the conduct of construction activities) are cognizant of the need to manage construction-related traffic so as to produce the least practicable amount of disruption to downtown traffic and freeway access. To this end, a Traffic Management Plan (see EIR, Section 3.10.4.1) to reduce construction-related traffic impacts would be prepared and implemented during the construction period; adherence to the Traffic Management Plan would be enforced by LADOT. The Traffic Management Plan will be developed during the final

design period for the Project and the California Department of Transportation will be consulted at that time to ensure that appropriate controls will be in place to minimize disruption to freeway access.

S1-4

A section of the streetcar route extending to Union Station was considered in the 2012 Alternatives Analysis, but was not pursued due to its redundancy with existing heavy rail service and future Regional Connector light rail service, in addition to risks associated with bridging over the 101 Freeway (Alternatives Analysis, page 73). A westbound alignment along Pico Street was also considered to bring streetcar users closer to the Convention Center, but was deemed infeasible due to the need to cross the Blue Line light rail tracks at Flower Street (Alternatives Analysis, page 74). The streetcar alternatives studied in the EIR all include a proposed stop at 11th Street and Figueroa Street, approximately 300 feet from the north entrance to Staples Center, which would be a major pedestrian traffic generator in the area. To the extent that the commenter proposes expanding the route so as to have a positive impact on the State Highway System, the Draft EIR presents a reasonable range of alternatives as required by CEQA. As demonstrated by the extensive alternatives analysis in Chapter 4 of the Draft EIR, where many alternatives to the Project were considered, including five alternatives fully analyzed, the Draft EIR satisfies the obligation to consider a reasonable range of alternatives. It should be noted that the streetcar would operate as a local circulator and it is not expected to affect regional travel patterns or reduce vehicular trips from the State Highway System (see Draft EIR, Section 3.10.3.2, page 3.10-19).

S1-5

The Transportation Section of the Draft EIR (Section 3.10.5) includes an analysis of cumulative impacts wherein related projects and a traffic growth factor are considered. As such, the analysis includes future growth related to accelerating development in downtown and areas surrounding downtown. To the extent that the commenter suggests an alternative that would extend the streetcar route, please see responses to comments S1-2 and S1-4. It should be noted that the streetcar would operate as a local circulator and it is not expected to affect regional travel patterns or reduce vehicular trips from the State Highway System.

S1-6

The Transportation Section of the Draft EIR (Section 3.10) includes an analysis of cumulative impacts wherein related projects and a traffic growth factor are considered. As such, the analysis includes future growth related to accelerating development in downtown and areas surrounding downtown. To the extent that the commenter suggests an alternative that would extend the streetcar route, please see the response to comments S1-2 and S1-4.

S1-7

As indicated in Chapter 4 of the Draft EIR, the Project's initial screening analysis incorporated an extensive number of potential combinations of alternatives that included routes on the same street or a block or two away, as suggested by the commenter. See Draft EIR pages 4-3 to 4-6. In fact, all alternatives, except for the No Project Alternative, include the Broadway/Hill Street couplet. Alternatives 1 and 2 include two-direction service on 1st Street from Broadway to Grand Avenue. Alternatives 2 and 4 include couplet service on 9th and 11th Streets. These alternatives and the

analysis demonstrate that the Project and alternatives already include elements of the commenter's suggestion that return trips should occur on the same street or a block or two away. To the extent that the commenter suggests the entire route be a two-way streetcar system, Draft EIR Section 4.3.3.4 analyzed and rejected this suggested alternative. With regard to pedestrian and bicycle facility connection and mobility, the Project has been designed to accommodate safe integration with the existing and planned bicycle network. See Mitigation Measure MM-TRAF-01. Additionally, the Project would be designed with no impediments for pedestrians and would be in compliance with Americans with Disabilities Act requirements. See Draft EIR Sections 3.10.3.3 and 3.10.5.3, as well as Draft EIR Sections 2.6.2 and 2.7, which discuss streetscape improvements, platforms, and safety elements.

S1-8

Bicycle safety has been identified as a potentially significant impact; see Draft EIR Section 3.10.3.3, page 3.10-37. Recognizing this, Mitigation Measure MM-TRAF-01 identifies a number of safety measures, including signage and pavement markings directing bicyclists to alternate routes with Class I or Class II bike lanes (EIR, page ES-44). Upgrades to current Class 2 bike lanes are planned on Spring Street and Main Street, directly to the east of the Broadway/Hill Street Couplet, and new Class II and Class III lanes are planned for 11th Street, Figueroa Street, and 7th Street before construction of the streetcar is complete. With regard to placing the tracks in the left-hand lane, this would create impracticalities for the placement of station stops and platforms, as well as potential hazards for pedestrians and vehicles. With regard to placement of the tracks in the center lane, similar to the left lane placement, this would present hazards to pedestrians who would need to traverse lanes of traffic and there would be no place for a station platform, with the exception of Grand Avenue where there is sufficient right-of-way space for a station platform. Additionally, placing the streetcar tracks in the left or center lane would not eliminate potential conflicts with bicyclists where the streetcar turns. With regard to the commenter suggesting that various roadways should add bicycle lanes, the City's Bicycle Master Plan does not identify Broadway or 9th Street as bicycle network streets.

With regard to rubber flangeway filler or similar technology, a literature review was conducted regarding streetcar/bicycle interaction to determine potential issues and solutions. The most comprehensive source was an international survey (*Bicycle Interaction and Streetcars: Lessons Learned and Recommendations*, October 2008) conducted by Alta Planning + Design, a widely recognized authority on the subject. The Alta research, which surveyed a broad range of domestic and international examples, concluded that rubber flangeway fillers are not widely in use and, where they have been in use, were found to be more suitable for heavy freight rail rather than light rail or streetcars, and the need for ongoing maintenance was also a significant issue. Therefore, rubber flangeway filler material is not recommended at the present time. The remaining components of the Alta Study recommendations have been incorporated into MM-TRAF-01.

S1-9

Bicycle and pedestrian access are high priorities for the City and for the Streetcar Project. Implementation of streetscape plans along 7th Street, 11th Street, Figueroa Street, and Broadway are planned to precede or coincide with streetcar construction, in addition to implementation of the City's Bicycle Master Plan. Moreover, MM-TRAF-01 requires the Project to alert bicyclists to use parallel bike routes (or Class II bike facilities) where available, such as Spring Street as an alternative to southbound Broadway.

S1-10

Power would be drawn from Los Angeles Department of Water and Power's resources, which is mandated to increase its use of renewable energy to 25 percent of power generation by 2016 and to 33 percent by 2020 (LA City Council File Index: 08-0002-594). Due to challenges associated with overhead contact wire access and the additional weight of the panels, solar panels on top of streetcar vehicles will not be pursued.

S1-11

Mitigation Measure MM-TRAF-C1, included in Section 3.10.4.1 of the Draft EIR *Transportation and Traffic* section, describes the development of a traffic management plan (TMP), which would reduce construction-related traffic impacts on public services, community facilities, utilities, bicycle circulation, and pedestrian circulation. The TMP will be prepared during final design for implementation during construction to mitigate the traffic impacts caused by construction of the Project.

S1-12

There are no facilities under California Department of Transportation (Caltrans) jurisdiction within the Project area. However, the streetcars would be designed to be compliant with the Americans with Disabilities Act (ADA). The streetcars would be designed with low floors and platforms would be designed and constructed to connect to the sidewalk in a way that meets ADA and building access requirements.

S1-13

The environmental analysis assumes that, unless otherwise stated, the Project would be designed, constructed, and operated following all applicable laws, regulations, ordinances, and formally adopted City standards, including but not limited to the California Manual on Uniform Traffic Control Devices. There are no facilities under Caltrans jurisdiction within the Project area needing to conform to the Highway Design Manual.

S1-14

With respect to discharge of stormwater runoff, project construction activities would be required to meet the National Pollutant Discharge Elimination System requirements for stormwater quality. The contractor would also be required to implement best management practices (BMPs) for water quality and erosion control. In addition, the contractor would prepare a Stormwater Pollution Prevention Plan (SWPPP) prior to any construction activity. Implementation of the BMPs in the Project's SWPPP and compliance with the City's discharge requirements would ensure that project construction would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality. With respect to discharge of stormwater runoff onto State highway facilities, there are no facilities under Caltrans jurisdiction within the Project area.

S1-15

In accordance with regulatory requirements, the contractor will obtain Caltrans transportation permits as may be required during construction.

2.2.2 Letter S2: California Highway Patrol

7/22/2016

City of Los Angeles Mail - Environmental Impact Report (SCH#2013011001)

Comment Letter S2



William Jones <william.jones@lacity.org>

Environmental Impact Report (SCH#2013011001)

1 message

Parsons, Mark@CHP <MParsons@chp.ca.gov>

Thu, Jul 21, 2016 at 4:22 PM

To: "eng.lastreetcarproject@lacity.org" <eng.lastreetcarproject@lacity.org>

Cc: "Workman, Todd@CHP" <Todd.Workman@chp.ca.gov>, "Moore, Kelley@CHP" <KMoore@chp.ca.gov>

Good Afternoon Mr. Jones,

The California Highway Patrol, Central Los Angeles Area, has reviewed the Impact Report (SCH# 2013011001) for the Restoration of Historic Streetcar Service in Downtown Los Angeles. This project has no impact on the daily operation of the Central Los Angeles CHP. S2-1

Thank You,

Mark Parsons, Lieutenant

Central Los Angeles Area

777 W. Washington Blvd.

Los Angeles, CA 90015

(213) 744-2331 (ext 204)

Response to Letter S2: California Highway Patrol

S2-1

The comment that the California Highway Patrol has no objections to the proposed Project is acknowledged.

2.3 Local Agencies

2.3.1 Letter L1: County of Los Angeles Department of Parks and Recreation

Comment Letter L1



COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION
"Parks Make Life Better!"

John Wicker, Director

July 26, 2016

Sent via email: eng.lastreetcarproject@lacity.org

City of Los Angeles
Department of Public Works
Bureau of Engineering
ATTN: Mr. William Jones
1149 S. Broadway, Suite 600
Los Angeles, CA 90015-2213

Dear Mr. Jones:

**NOTICE OF AVAILABILITY OF A
DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE
RESTORATION OF HISTORIC STREETCAR SERVICE IN
DOWNTOWN LOS ANGELES PROJECT**

The proposed project has been reviewed for potential impacts on the facilities of this Department. We have determined that the project, which proposes to construct and operate electrically powered streetcar service in downtown Los Angeles, will not affect any Departmental facilities. L1-1

Thank you for including this Department in the review of this project. If you have any questions, please contact me at jchien@parks.lacounty.gov or (213) 351-5129.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jui Ing Chien'.

Jui Ing Chien
Park Planner

JIC/ City of Los Angeles/Historic Streetcar Downtown

c: DPR (N. E. Garcia, K. King, C. Lau)

Planning and Development Agency • 510 South Vermont Ave • Los Angeles, CA 90020-1975 • (213) 351-5198

Response to Letter L1: County of Los Angeles Department of Parks and Recreation

L1-1

The comment that the County of Los Angeles Department of Parks and Recreation has reviewed the potential impacts in the Draft EIR and has no objections to the proposed Project is acknowledged.

2.3.2 Letter L2: County of Los Angeles Fire Department

Comment Letter L2



COUNTY OF LOS ANGELES
FIRE DEPARTMENT
1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

*Rec'd
8/2/16
JG*

DARYL L. OSBY
FIRE CHIEF
FORESTER & FIRE WARDEN

July 22, 2016

William Jones, Planner
La City Department of Public Works
Bureau Of Engineering
1149 South Broadway, Suite 600
Los Angeles, CA 90015

Dear Mr. Jones:

**NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT,
"THE RESTORATION OF HISTORIC STREETCAR SERVICE PROJECT,"
PROPOSES TO CONSTRUCT AND OPERATE ELECTRICALLY POWERED
STREETCAR SERVICE VIA ONE OF FOUR ALIGNMENT ALTERNATIVES THAT
ARE ANALYZED, LOS ANGELES, FFER 201600105**

The Notice of Availability of a Draft Environmental Impact Report has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments:

PLANNING DIVISION:

The subject property is entirely within the City of Los Angeles, which is not a part of the emergency response area of the Los Angeles County Fire Department (also known as the Consolidated Fire Protection District of Los Angeles County). Therefore, this project does not appear to have any impact on the emergency responsibilities of this Department.

L2-1

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

- | | | | | | | | |
|--------------|-----------|------------------|----------------------|-----------|----------------------|-----------------------|-----------------|
| AGOURA HILLS | CALABASAS | DIAMOND BAR | HIDDEN HILLS | LA MIRADA | MALIBU | POMONA | SIGNAL HILL |
| ARTESIA | CARSON | DUARTE | HUNTINGTON PARK | LA FUENTE | MAYWOOD | RANCHO PALOS VERDES | SOUTH EL MONTE |
| AZUSA | CERRITOS | EL MONTE | INDUSTRY | LAKEMOOD | NORWALK | ROLLING HILLS | SOUTH GATE |
| BALDWIN PARK | CLAREMONT | GARDENA | INGLEWOOD | LANCASTER | PALMDALE | ROLLING HILLS ESTATES | TEMPLE CITY |
| BELL | COMMERCE | GLENORA | IRVINDALE | LAWNDALE | PALOS VERDES ESTATES | ROSEMEAD | WALNUT |
| BELL GARDENS | COVINA | HAWAIIAN GARDENS | LA CANADA FLINTRIDGE | LOMITA | PARAMOUNT | SAN DIMAS | WEST HOLLYWOOD |
| BELLFLOWER | CUDAHY | HAWTHORNE | LA HABRA | LYNWOOD | PICO RIVERA | SANTA CLARITA | WESTLAKE VILLAG |
| BRADBURY | | | | | | | WHITTIER |

William Jones, Planner
July 22, 2016
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LAND DEVELOPMENT UNIT:

This project is located entirely in the City of Los Angeles. Therefore the City of Los Angeles Fire Department has jurisdiction concerning this project and will be setting conditions. This project is located in close proximity to the jurisdictional area of the Los Angeles County Fire Department. However this project is unlikely to have an impact that necessitates a comment concerning general requirements from the Land Development Unit of the Los Angeles County Fire Department.

L2-2

Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department Land Development Unit's Inspector Nancy Rodeheffer at (323) 890-4243

The County of Los Angeles Fire Department, Land Development Unit appreciates the opportunity to comment on this project.

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

The statutory responsibilities of the County of Los Angeles Fire Department's Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed.

L2-3

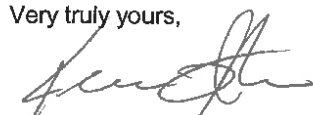
HEALTH HAZARDOUS MATERIALS DIVISION:

The Health Hazardous Materials Division (HHMD) of the Los Angeles County Fire Department has no comment regarding the project at this time.

L2-4

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,



KEVIN T. JOHNSON, ACTING CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

KTJ:cc

Enclosure

Response to Letter L2: County of Los Angeles Fire Department

L2-1

The comment that the County of Los Angeles Fire Department has reviewed has reviewed the potential impacts in the Draft EIR and has no objections to the proposed Project because the property is entirely within the City of Los Angeles is acknowledged.

L2-2

Section 5.1.10.2 of the Draft EIR states that the City of Los Angeles Fire Department serves the Project site. The comment that this Project is unlikely to result in an impact that necessitates a comment concerning general requirements from the Land Development Unit of the County of Los Angeles Fire Department is acknowledged.

L2-3

The comment describing the statutory responsibilities of the County of Los Angeles Fire Department's Forestry Division is acknowledged. Chapter 5 of the Draft EIR addresses areas germane to the statutory responsibilities of the County of Los Angeles Fire Department's Forestry Division, and no further response is required.

L2-4

The comment that the Health Hazardous Materials Division has no objections to the proposed Project is acknowledged.

2.4 Businesses

2.4.1 Letter B1: Anschutz Entertainment Group

Comment Letter B1



August 4, 2016

William Jones, Environmental Supervisor II
Los Angeles Department of Public Works, Bureau of Engineering
Environmental Management Group
1149 South Broadway, Suite 600
Los Angeles, CA 90015-2213
Email: eng.laststreetcarproject@lacity.org

Re: Restoration of Historic Streetcar Service in Downtown Los Angeles
State Clearinghouse No. 2013011001

Dear Mr. Jones:

Anschutz Entertainment Group (AEG) supports the restoration of the streetcar to downtown Los Angeles as this project will bring major returns on its public-private investment.

By providing critical first/last mile connections, it will bring connectivity to downtown's restaurants, nightlife, residential areas, retail and attractions. Facilitating easy, safe access, the streetcar will encourage residents and visitors alike to spend more time downtown whether it be a conference or trade show at the Los Angeles Convention Center, an event at LA Live or simply a chance to shop and dine in downtown's burgeoning restaurant and retail establishments.

B1-1

We believe the 7th Street alternative is the preferred route as it provides connection to burgeoning retail and residential areas. Although not included within the original Community Facilities District, we encourage the consideration of the Grand Ave extension to Bunker Hill, which will bring connectivity to many of downtown's cultural institutions. Exercising this option should be dependent upon securing funding for this additional leg so property owners along this extension contribute similar to those owners along the main loop.

B1-2

The restoration of the historic streetcar will provide vital connectivity to enhance downtown's continued urban renaissance.

Sincerely,

Kevin A. Rieger
Senior Vice President, Real Estate Development

800 W. Olympic Blvd., Suite 305 • Los Angeles, CA 90015 • p. (213) 763-7700 • f. (213) 763-7773

Response to Letter B1: Anschutz Entertainment Group

B1-1

The comment that the Anschutz Entertainment Group supports the Project because it will provide critical connections and first/last mile connectivity in downtown Los Angeles is acknowledged.

B1-2

The comment from Anschutz Entertainment Group that states its preference for the 7th Street Alternative and the Grand Avenue Extension depending on securing funding from the property owners in that area is acknowledged. Alternative 3 (7th Street alignment) has been identified as the Locally Preferred Alternative, with the Grand Avenue Extension continuing to be under consideration as an optional component of the Project.

2.4.2 Letter B2: Downtown Properties, LLC

Comment Letter B2



August 8, 2016

DP MANAGEMENT SERVICES, INC.

818 West 7th Street, Suite 410 • Los Angeles, CA 90017
Tel: (213) 213-8600 • Fax: (213) 213-8601

Bureau of Engineering
Department of Public Works
City of Los Angeles
1149 S. Broadway, Suite 600
Los Angeles, CA 90015-2213
Attention: William Jones
Via Email: eng.lastreetcarproject@lacity.org

RE: LOS ANGELES STREETCAR DRAFT ENVIRONMENTAL IMPACT REPORT (State Clearinghouse No. 2013011001) COMMENTS

Dear Mr. Jones:

The Downtown Center Business Improvement District (DCBID) is a coalition of property owners united in their commitment to enhance the quality of life in Downtown Los Angeles. DCBID helps the 65-block central business district achieve its full potential as a great place to live, work, and play.

As a DCBID property owner and community stakeholder, I am pleased to support the LA Streetcar project. Downtown has grown into a 24/7 community bustling with activity. In large part and due to the Downtown Renaissance it has become a transportation hub with a diverse job base and a major residential center. These factors are driving the need for first/last mile connections. The LA Streetcar will provide an ideal form of this mobility.

Additionally, the LA Streetcar is predicted to bring significant economic benefits. This prediction includes an increase in development on and near the proposed route valued at \$1.6 billion with approximately \$250 million in new tax revenues.

In conclusion, I strongly support the Restoration of Historic Streetcar Service in Downtown Los Angeles for the environmental, economic and mobility benefits it will provide.

Sincerely,
DOWNTOWN PROPERTIES, LLC
DOWNTOWN PROPERTIES IX, LLC
DP MANAGEMENT SERVICES, INC.

Eric Bender
Vice President of Asset Management

B2-1

B2-2

Response to Letter B2: Downtown Properties, LLC

B2-1

The comment that Downtown Properties supports the Project because it will provide first/last mile connectivity is acknowledged.

B2-2

The comment that Downtown Properties supports the Project because it will bring significant economic benefits is acknowledged.

2.4.3 Letter B3: Equity Residential

Comment Letter B3



Equity Residential
6100 Center Drive
Suite 750
Los Angeles, CA 90045

EquityApartments.com

August 8, 2016

Bureau of Engineering
Department of Public Works
City of Los Angeles
1149 S. Broadway, Suite 600
Los Angeles, CA 90015-2213
Attention: William Jones
Via Email: eng.lastreetcarproject@lacity.org

RE: LOS ANGELES STREETCAR DRAFT ENVIRONMENTAL IMPACT REPORT (State Clearinghouse No. 2013011001) COMMENTS

Dear Mr. Jones:

The Downtown Center Business Improvement District (DCBID) is a coalition of property owners united in their commitment to enhance the quality of life in Downtown Los Angeles. DCBID helps the 65-block central business district achieve its full potential as a great place to live, work, and play.

As a DCBID property owner and community stakeholder, I am pleased to support the LA Streetcar project. Downtown has grown into a 24/7 community bustling with activity. In large part and due to the Downtown Renaissance it has become a transportation hub with a diverse job base and a major residential center. These factors are driving the need for first/last mile connections. The LA Streetcar will provide an ideal form of this mobility.

Additionally, the LA Streetcar is predicted to bring significant economic benefits. This prediction includes an increase in development on and near the proposed route valued at \$1.6 billion with approximately \$250 million in new tax revenues.

In conclusion, I strongly support the Restoration of Historic Streetcar Service in Downtown Los Angeles for the environmental, economic and mobility benefits it will provide.

Sincerely,

Barry Altschuler
Executive Vice President, Investments
Equity Residential
6100 CENTER DR STE 750
LOS ANGELES CA 90045-9218

424 732 4210 (office)
954 415 3149 (mobile)
baltshuler@eqr.com
www.eqr.com

B3-1

Response to Letter B3: Equity Residential

B3-1

The comment that Equity Residential supports the Project because it will improve mobility and provide significant economic benefits is acknowledged.

2.4.4 Letter B4: Grand Central Market

Comment Letter B4

317 SOUTH BROADWAY
LOS ANGELES, CA 90013



TEL (213) 624-2378
FAX (213) 624-9496

July 25, 2016

Streetcar EIR Comments
City of Los Angeles Department of Public Works
Bureau of Engineering
1149 S. Broadway, Suite 600
Los Angeles, CA 90015-2213
Attention: William Jones

To whom it may concern:

This is a note in support of the LA Streetcar. As the Director of Business Development for Grand Central Square and Grand Central Market, located at 3rd and Broadway in the Historic Core, I am adamantly convinced the streetcar will be an incredible boon for both our neighborhood, downtown in general, and all of Los Angeles (not to mention a great help for tourists from around the world).

B4-1

Having a streetcar can only improve the pedestrian and driving experience downtown and can make a significant improvement to the first/last mile connection issue, a help to overall transit in L.A. The streetcar will also help the continued revitalization of commercial and residential properties on and around its route – increasing value and amenities for stakeholders of all kinds. It will help our streets become more dynamic and more community friendly.

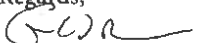
B4-2

I believe the streetcar will also increase security downtown – both in terms of individual pedestrians to use it as a safe and reliable means of transport when they feel the need, but also because the eyes and ears of its users will act as a deterrent to those who would use the downtown streetscape for illicit purposes.

B4-3

For these and other reasons, I support Streetcar and all efforts to make it a reality, including any and all work to complete the appropriate environmental reports.

Thank you.

Regards,

Christophe Farber
Director of Business Development

Feeding Los Angeles since 1917

Response to Letter B4: Grand Central Market

B4-1

The comment that Grand Central Market supports the Project is acknowledged.

B4-2

The comment that Grand Central Market supports the Project because it will improve pedestrian and driving experience and transit in Los Angeles is acknowledged.

B4-3

The comment that Grand Central Market supports the Project because it will improve public safety in downtown Los Angeles is acknowledged.

2.4.5 Letter B5: South Park Business Improvement District

7/20/2016

City of Los Angeles Mail - South Park BID Supports the LA Streetcar

Comment Letter B5



William Jones <william.jones@lacity.org>

South Park BID Supports the LA Streetcar

1 message

Josh Kreger <josh@southpark.la>

Tue, Jul 19, 2016 at 3:47 PM

To: "eng.lastreetcarproject@lacity.org" <eng.lastreetcarproject@lacity.org>

On behalf of the South Park Business Improvement District, I would like to express our support for the LA Streetcar project, specifically the route alignment option that incorporates 7th Street and Grand Avenue. In the past decade, Downtown Los Angeles has become a residential, commercial and entertainment hub. The unprecedented growth that continues in the neighborhood today makes it imperative that alternative and convenient modes of transportation are established that allow people to quickly and conveniently access the many destination points in DTLA without having to get in a car. As the neighborhood of DTLA with the largest amount of new development, South Park residents, workers and visitors are in dire need of the mobility that the streetcar will provide. While the BID fully supports the streetcar project (including the extension to Grand Avenue), we would like to express our opposition to any maintenance facility along 11th Street. 11th Street is a vital pedestrian street that is slated to be lined with residences and restaurants and we believe a maintenance facility is incompatible with these uses and would squander the potential of a dynamic and pedestrian oriented 11th Street. to spur more economic development in the area. We would also encourage the use of signal preemption and dedicated lanes for the streetcar on as many streets as possible as studies have shown that these factors greatly impact the success of streetcar systems in other cities. Thank you.

B5-1
B5-2
B5-3

Josh Kreger

Director of Real Estate & Planning



South Park Business Improvement District

Please note change of address:

1100 S. Flower St., Suite #3400, Los Angeles, CA 90015

josh@southpark.la | o. 213 663 1123 | c. 213 344 6749

www.southpark.la | fb.com/southparklosangeles | @southparkla

24/7 DISPATCH: 866-560-9346

view commercial vacancies at: www.southpark.la/vacancies

Response to Letter B5: South Park Business Improvement District

B5-1

The comment that South Park Business Improvement District supports the Project is acknowledged.

B5-2

As is noted in EIR, Section 2.6.3.3, and also as shown in Figure 2-3, four candidate sites were initially identified for the Project Maintenance and Storage Facility (MSF). Two of these sites—11th Street/Olive Street West and Hill Street/5th Street—have subsequently been removed from consideration due to the initiation of development activities on those sites. Development-related site clearance began on the 11th Street/Olive Street West site shortly before issuance of the Draft EIR (as noted in the *Errata to the Draft EIR*) and similar activities have started on the Hill Street/5th Street site, subsequent to issuance of the Draft EIR.

Two candidate MSF sites remain: 11th Street/Olive Street East and Broadway/2nd Street. Given the desirability of downtown real estate for development and redevelopment projects, and further given the most recent elimination of two potential MSF sites, both remaining options must be left open for consideration. Financial assistance for the Project may be sought from FTA, for which a National Environmental Policy Act environmental process would also be required, in addition to completing the present CEQA process. Both remaining candidate MSF sites would be carried into that process, should it proceed, and a site selection would be made.

Should the 11th Street/Olive Street East or the Broadway/2nd Street MSF site be ultimately selected, all aspects of its development, construction, and operation would be conducted to produce an MSF that is compatible with its surroundings. In particular, appropriate measures and design considerations would be applied, focusing on Aesthetics (Section 3.1), Air Quality (Section 3.2), Hazardous Materials (Section 3.7), Land Use and Planning (Section 3.8), Noise and Vibration (Section 3.9), and Transportation and Traffic (Section 3.10) aspects of the MSF. Mitigation Measure MM-AE-S-02 specifically requires the City of Los Angeles to ensure that the MSF site plan, building treatments, and architecture be appropriate in scale, proportion, and detail in consideration of the surrounding design context. The MSF sites would also be required to be in compliance with all applicable design guidelines, policies, and development standards.

The stated opposition of the South Park Business Improvement District to the South Park MSF is noted for the record.

B5-3

As part of the development of the project description to be used in this EIR, further consideration was given to improving the operating speed of the streetcar. Two approaches were considered. First, operational traffic improvements, targeted at selected intersections, were identified, including right-turn lanes (which would help to clear vehicular traffic ahead of the streetcar) and changes to signal phase timing to provide more “green time” for the streetcar. Secondly, the concept of “transit-only lanes” was also considered, which would give the streetcar a dedicated right-of-way within which to operate, in order to increase operating speeds along the route. Southbound Broadway (between 2nd and 11th Streets) was selected as the best opportunity for demonstrating the benefit of this approach. Also considered was reducing the number of proposed stops along the route, which also would improve run times.

The above options were developed and evaluated in a Speed Improvement Study that was conducted between August and September of 2015. The results indicated that the greatest incremental benefit could be achieved by implementing operational improvements at selected intersections along the route, including the recommended turn lane improvements and signal timing changes. It was also determined that only marginal further improvements in run times could be achieved with implementing the transit-only lane option, and reducing the number of stops would also only yield minor benefits. Implementing a transit-only lane would also require major concessions from existing stakeholders and local plans, including limiting driveway and parking access for some Broadway residents and businesses or eliminating the implementation of the Broadway Streetscape Master Plan on the east side of Broadway. It was then decided that the proposed list of traffic operation improvements would be advanced; these improvements have been incorporated into the project description (see Section 2.7 of the Draft EIR).

Marginal benefits in speed can be achieved by implementing signal preemption, but there are associated traffic impacts. Because the streetcar would operate in mixed-flow traffic, it would be subject to the same traffic conditions affecting all vehicles on the road. As such, signal preemption for the streetcar would disrupt signal coordination between intersections, thereby increasing traffic impacts. The Speed Improvement Study conducted between August and September of 2015 indicates that the greatest incremental benefit to improve run times is achieved by implementing operational improvements at selected intersections along the route, including turn lane improvements and signal timing; these improvements have been incorporated into the project description (see Section 2.7 of the Draft EIR).

2.4.6 Letter B6: Think Tank Gallery

7/26/2016

City of Los Angeles Mail - Street Car Support

Comment Letter B6



William Jones <william.jones@lacity.org>

Street Car Support

1 message

Patrick Nissim <patrick@thinktankgallery.org>
To: eng.lastreetcarproject@lacity.org

Mon, Jul 25, 2016 at 2:18 PM

I speak on behalf of both myself and our organization, Think Tank Gallery, when I say that the completion of the streetcar will mark what I believe will be the piece de resistance of downtown's renovation and the centerpiece of its renaissance. Without it, I feel as though many will feel we fell short - *almost* got there, but not quite. Many who have previously felt there wasn't a fit for them in LA have found it in downtown, and these types of additions not only add to the character of the space but contribute significantly to it's value and a hub of public transportation in Southern California. It is clear that the movement itself and the completed project have one thing in common - DTLA residents and stakeholders have a beautiful opportunity to come together and create movement in this wonderful city. As far as the alignment is concerned, 9th street would be great (we're located on Olympic / Maple, one block away).

B6-1
B6-2

Thanks!

—
-Patrick Nissim

thinktankgallery.org || 415.342.1469
patricknissim.com

Think Tank Gallery Presents:
Break Bread Recap || Break Bread || Night on Broadway '15 || Queen George || CHILLED AIR || Coffeegrapph || RITUAL || Amygdala Mandala || Shoot a Cop || Dude, Monsters! || Represent || YOU ARE HERE .

Response to Letter B6: Think Tank Gallery

B6-1

The comment that Think Tank Gallery supports the Project because the Project would complete downtown Los Angeles's renovation and renaissance is acknowledged.

B6-2

The commenter has stated support for the 9th Street Alternative. Given the potential for reduced conflict between bicycles and the streetcar flangeway gaps due to the designated bike lane on 7th Street, Alternative 3 has been identified as the Locally Preferred Alternative, as it results in lesser impacts related to bicycle safety. This comment has been noted for the record and it will be forwarded to the decision-makers for their consideration.

2.4.7 Letter B7: Tribune Real Estate Holdings

Comment Letter B7



Tribune Real Estate

August 8, 2016

City of Los Angeles Department of Public Works
Bureau of Engineering
1149 S. Broadway, Suite 600
Los Angeles, CA 90015-2213
Attention: William Jones
eng.lastreetcarproject@lacity.org

Re: Draft EIR for the Restoration of Historic Streetcar Service in Downtown Los Angeles
(State Clearinghouse No. 2013011001)

Dear Mr. Jones,

On behalf of Tribune Real Estate Holdings, LLC (“Tribune”), this letter provides Tribune’s comments on the Draft EIR for the Restoration of Historic Service in Downtown Los Angeles (the “Streetcar Project”). Tribune, through its subsidiary CA-LATS South, LLC, owns property south of 2nd Street between Broadway and Spring Street, which currently is developed with a surface parking lot and a five-story parking structure containing approximately 1,460 parking spaces (the “Tribune Property”). The proposed Streetcar Project would run along Broadway and adjacent to the Tribune Property.

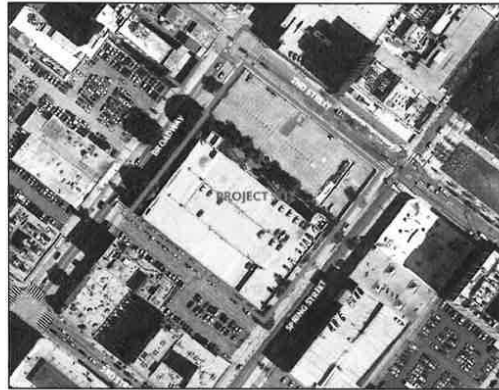
For several years, Tribune has been working in collaboration with the Los Angeles County Metropolitan Transportation Authority (“Metro”) regarding Metro’s construction of a subway station and portal as part of Metro’s Regional Connector transit project beneath and at 2nd Street adjacent to and integrated with the Tribune Property. In 2014, Metro and Tribune entered into an agreement paving the way for Metro’s construction of the 2nd/Broadway station, under which Metro acquired from Tribune certain real estate interests on which Metro is now building the station and portal, with Tribune retaining the airspace and rights to develop a tower above and integrated with the station portal and plaza. Metro recently began construction of the 2nd/Broadway station.

Consistent with our agreement with Metro, Tribune is now proposing a new 30-story mixed-use development project at the 2nd/Broadway property that would be built over the Metro station portal and plaza. The project would include approximately 534,000 square feet of office, 7,200 square feet of ground floor retail, and 107 residential dwelling units. The existing five-level parking structure south of the new building and the Metro station portal would be retained and provide required parking for the new building. Moreover, the project would create a landscaped paseo between the new building and the parking structure, forming a pedestrian pathway between Broadway and Spring Street. Access to the paseo also would be available from 2nd Street and from the Metro station portal and plaza. The graphic on the following page depicts the location of the project site. Tribune has met with several City departments about this

B7-1

202 WEST FIRST STREET | LOS ANGELES, CA | 90012

proposed project, including the Bureau of Engineering, City Planning, and the Department of Transportation, and plans on filing entitlement applications for the project in September 2016.



While Tribune generally supports the Streetcar Project, there is a potential component of the Streetcar Project that could negatively impact Tribune's proposed project and the Tribune Property. The Draft EIR indicates that the streetcars would be powered by an estimated five traction power substation ("TPSS") units spaced relatively evenly throughout the Streetcar Project's alignment. The Draft EIR also indicates that "TPSS units would most likely measure approximately 17 feet long by 11 feet wide by 11 feet high, although these dimensions could vary," and that "[t]he footprint needed for the TPSS installations could be up to approximately 250 square feet." (Draft EIR, p. 2-20.) The Draft EIR discusses and depicts several alternative sites for the TPSS units. (See, e.g., Draft EIR, Figures 2-2 and 2-3.) As shown below, one of those alternative sites is proposed next to Tribune's existing five-level parking structure.

B7-1
cont.



(Draft EIR, Figure 2-3.)

The Draft EIR notes that TPSS facilities would be placed at parking lots or on private property outside the public right-of-way, and would not result in any aesthetic impacts. (Draft EIR, p.

202 WEST FIRST STREET | LOS ANGELES, CA | 90012

August 8, 2016
Page 3

3.1-43.) However, the TPSS location proposed along Broadway and next to Tribune's parking structure would negatively interfere with access to the Tribune Property and to our proposed project by placing large equipment in the location of the planned paseo between Broadway and Spring Street. In addition, although various figures in the Draft EIR note the locations of existing Metro stations, the Draft EIR does not recognize the planned Metro 2nd/Broadway station portal and plaza. We request that the Bureau of Engineering revise the Streetcar Project to remove the above-described TPSS location along Broadway and depict Metro's 2nd/Broadway station in the EIR's figures.

B7-1
cont.

Tribune would like to work collaboratively with the Bureau of Engineering regarding Tribune's project and the Streetcar Project to ensure that both projects are successful. We would be happy to share additional details about our proposed project with the Bureau of Engineering when we file entitlement applications with City Planning in September. To that end, we also request that the Bureau of Engineering include our proposed project as a "related project" in the Final EIR.

B7-2

If you would like to discuss the issues addressed in this letter, feel free to contact me at (424) 278-6455 or mmcqueen@tribunemedia.com. Thank you for considering these comments.

Very truly yours,


Murray McQueen
President, Tribune Real Estate Holdings, LLC

Response to Letter B7: Tribune Real Estate Holdings

B7-1

The commenter notes that an entitlement application for its proposed development project is expected to be filed in September 2016, which is several years after the issuance of the Notice of Preparation for the Streetcar Project, and also subsequent to publication of the Draft EIR. The potential traction power substation (TPSS) site identified in the comment was included in the list of potential sites before plans for the proposed Tribune Property development became known. The location of Project TPSS units will continue to be evaluated as further design of the Project proceeds. Accordingly, the concern raised in the comment will be taken into account as that process moves forward, and direct consultation with the property owner will be conducted before a final TPSS unit siting decision is made.

B7-2

As required by the State CEQA Guidelines, the Draft EIR identified related projects in Chapter 2, *Project Description*. Related projects include projects that were known to be proposed (i.e., with pending applications), recently approved, under construction, or reasonably foreseeable, at the time the EIR cumulative impact analysis was conducted. The commenter's project was not known at that time and was therefore not included in the list of related projects. The project is now known, as well as the concern that has been raised regarding the potential placement of a TPSS unit on or nearby to the property. The stated site-specific consideration will be taken into account. Please also see the response to the previous comment above.

2.4.8 Letter B8: XYVest Holdings Inc.

Comment Letter B8



VIA EMAIL

August 9, 2016

City of Los Angeles - Department of Public Works
1149 S. Broadway
Los Angeles, CA 90015

RE: EIR For LOS ANGELES STREETCAR

Dear Sir and/or Madam,

As a property owner in downtown Los Angeles I want to lend my support for the LA Streetcar project. The renaissance that we have witnessed in the central core of our City speaks volumes to the need for more public transit projects. For this reason I attended various meetings about the Streetcar project and gladly voted in favor of the special assessment district, which effects 7 of our properties.

One of our properties currently houses two charter high schools. Many of the students attending these schools rely on public transportation to get them to and from their school. The Streetcar gives them another safe option to make that daily commute.

I think it is time to bring back the Streetcar to Downtown Los Angeles.

B8-1

Sincerely,

A handwritten signature in black ink, appearing to read "Sauli Danpour".

Sauli Danpour
President

611 Wilshire Blvd. #810, Los Angeles CA 90017
Tel: (213) 622-7188 x206 Fax: (213) 622-7201 e-mail: saulid@xyvest.com

Response to Letter B8: XYVest Holdings Inc.

B8-1

The comment is acknowledged that XYVest Holdings Inc. supports the Project because it would provide many students attending school with a safe option for their daily commute.

2.4.9 Letter B9: Central City Association of Los Angeles

Comment Letter B9



July 27, 2016

Bureau of Engineering
Department of Public Works
City of Los Angeles
1149 S. Broadway, Suite 600
Los Angeles, CA 90015-2213
Attention: William Jones

Via Email

RE: LOS ANGELES STREETCAR DRAFT ENVIRONMENTAL IMPACT REPORT (State Clearinghouse No. 2013011001) COMMENTS

Dear Mr. Jones:

Established in 1924, the Central City Association of Los Angeles (CCA) is Los Angeles's premier business advocacy organization, with 450 members employing over 350,000 people in the Los Angeles region. CCA was the primary architect of the Downtown Renaissance and has been a strong advocate for transportation projects that improve the quality of life for the people who live, work and play in Downtown.

CCA supports the LA Streetcar project. Downtown has grown as a transportation hub and as a major residential center. The area has built its residential and employment bases with younger workers, many of whom eschew automobile ownership. And Downtown has become a tourist destination. These factors have help drive the need for more and different types of first/last mile connections. The LA Streetcar will provide an ideal form of this mobility.

B9-1

Additionally, the LA Streetcar is predicted to bring about significant economic benefits. This prediction includes an increase in development on and near the proposed route valued at \$1.6 billion with approximately \$250 million in new tax revenues predicted to be generated because of this new development. This is why voters along the route were willing to assess themselves to help pay for the streetcar construction through a Community Finance District.

B9-2

CCA prefers the 7th Street alternative. Ninth Street is a major east-west road and Harbor Freeway off-ramp. Seventh Street is becoming "Restaurant Row" and the streetcar will serve as a mode for people at the Convention Center and South Park neighborhood to visit that destination. Finally, the 9th Street alternative opens the possibility of a new vote on the streetcar assessment.

B9-3

626 Wilshire Blvd., Suite 200, Los Angeles, CA 90017 Phone: 213.624.1213 Fax: 213.624.0858 Web: ccala.org



CCA supports considering the inclusion of the Grand Avenue extension to Bunker Hill, a major employment center and home to numerous cultural institutions and tourist destinations. The property owners in that area should be asked to choose whether they wish to help contribute to funding through the Community Finance District.

B9-3
cont.

In conclusion, CCA supports the Restoration of Historic Streetcar Service in Downtown Los Angeles for the environmental, economic and mobility benefits it will provide.

Sincerely,

A handwritten signature in black ink, appearing to read 'Carol E. Schatz', written in a cursive style.

Carol E. Schatz
President & CEO

Response to Letter B9: Central City Association of Los Angeles

B9-1

The comment that the Central City Association supports the Project because it will improve first/last mile connections is acknowledged.

B9-2

The comment that the Central City Association supports the Project because it will bring significant economic benefits is acknowledged.

B9-3

The comment that the Central City Association supports the 7th Street Alternative and inclusion of the Grand Avenue Extension is acknowledged.

2.4.10 Letter B10: Historic Core Business Improvement District

7/20/2016

City of Los Angeles Mail - 9th Street/Grand Avenue extension

Comment Letter B10



William Jones <william.jones@lacity.org>

9th Street/Grand Avenue extension

1 message

Blair Besten <blair@historiccove.bid>
To: eng.lastreetcarproject@lacity.org

Tue, Jul 19, 2016 at 3:56 PM

The more ground covered the better. 9th is a haul closer to Ace and Freehand hotels, near Ralphs, and overall connector further down into the districts, increasing connectivity. Also a drop closer to LA Live. B10-1



Blair Besten
Executive Director

209-211 W 5th Street
Los Angeles, California 90013

p 213.488.1901
c 213.700.9829
HistoricCore.BID

FOLLOW US ON:
[facebook](#) / [twitter](#) / [instagram](#)

24HR HOTLINE:
213/239-8336

Response to Letter B10: Historic Core Business Improvement District

B10-1

The commenter has expressed preference to support the 9th Street Alternative. Given the potential for reduced conflict between bicycles and the streetcar flangeway gaps due to the designated bike lane on 7th Street, Alternative 3 has been identified as the Locally Preferred Alternative, as it results in lesser impacts related to bicycle safety.

2.5 Individuals

2.5.1 Letter I1: Ana Acuna

8/8/2016

City of Los Angeles Mail - Fwd: Supporting the Streetcar Project

Comment Letter I1



Christine Shen <christine.shen@lacity.org>

Fwd: Supporting the Streetcar Project

1 message

William Jones <william.jones@lacity.org>
To: Christine Shen <christine.shen@lacity.org>

Fri, Aug 5, 2016 at 3:28 PM

#27

----- Forwarded message -----

From: **Ana Acuna** <anaacuna92@gmail.com>
Date: Thu, Aug 4, 2016 at 9:00 PM
Subject: Supporting the Streetcar Project
To: eng.lastreetcarproject@lacity.org

Hello,

I am e-mailing in support of the Streetcar Project in Downtown LA. I moved recently from Miami and I am already taking advantage of the wonderful public transportation system that LA offers. I live close to Downtown LA and I do not own a car. The streetcar would be a perfect way to get around and go to events such as art galleries and movie nights.

Thank you,
Ana Acuna

—
William Jones, M.A., M.S., E.I.T., R.E.P.A.
Environmental Management Group | Environmental Supervisor II
Bureau of Engineering | Department of Public Works
1149 So. Broadway, Suite 600, Los Angeles, CA 90015, MS-939
O: (213) 485-5760 | F: (213) 847-0656
william.jones@lacity.org



Response to Letter I1: Ana Acuna

I1-1

The comment that Ana Acuna supports the Project because the streetcar would provide a means of transportation to get around in downtown Los Angeles is acknowledged.

2.5.2 Letter I2: Phil America

8/2/2016

City of Los Angeles Mail - Fwd: Support for Street Car

Comment Letter I2



Christine Shen <christine.shen@lacity.org>

Fwd: Support for Street Car

William Jones <william.jones@lacity.org>
To: Christine Shen <christine.shen@lacity.org>

Tue, Aug 2, 2016 at 6:27 AM

Please process #17

----- Forwarded message -----

From: **Phil America** <info@philamerica.com>
Date: Mon, Aug 1, 2016 at 2:18 PM
Subject: Support for Street Car
To: eng.lastreetcarproject@lacity.org

I wanted to voice my strong support for the street car. The progress made already has been great, including the environmental report, and I am very happy to see things moving forward on the 7th and 9th street alignment.

This city has long been a city all of my friends in the art world in Europe have avoided due to its obvious lack of public transportation. It is unwalkable and, for many people in underprivileged neighborhoods in LA even, it is inaccessible. I look forward to the street car coming to downtown and hope that this is only the first step in a movement to turn this city into a world class public transportation city.

12-1

Thank you!

-Phil America

-

Phil America

About | philamerica.com/about
Contemporary blog | philamerica.tumblr.com

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William Jones, M.A., M.S., E.I.T., R.E.P.A.
Environmental Management Group | Environmental Supervisor II
Bureau of Engineering | Department of Public Works
1149 So. Broadway, Suite 600, Los Angeles, CA 90015, MS-939
O: (213) 485-5760 | F: (213) 847-0656
william.jones@lacity.org



Response to Letter I2: Phil America

I2-1

The comment that Phil America supports the Project because the streetcar would improve accessibility in downtown Los Angeles is acknowledged.

2.5.3 Letter I3: Gary Benjamin

8/8/2016

City of Los Angeles Mail - Fwd: Attn: William Jones - Support for LA Streetcar

Comment Letter I3



Christine Shen <christine.shen@lacity.org>

Fwd: Attn: William Jones - Support for LA Streetcar

1 message

William Jones <william.jones@lacity.org>

Fri, Aug 5, 2016 at 3:23 PM

To: Christine Shen <christine.shen@lacity.org>

Hi Christine,
Can you process this comment #22
Thanks.

----- Forwarded message -----

From: Gary Benjamin <gary@epgla.com>

Date: Wed, Aug 3, 2016 at 11:50 PM

Subject: Attn: William Jones - Support for LA Streetcar

To: eng.lastreetcarproject@lacity.org

Dear Mr. Jones,

I support the LA Streetcar and feel that any potential impact the project may have on traffic, noise, or other environmental conditions, would be adequately offset by the improved quality of life resulting from having access to such a great transportation and place-making amenity in our historic Downtown Core. I look forward to riding!

I3-1

Best Regards,

Gary Benjamin

—

Senior Planner
Elizabeth Peterson Group, Inc.
400 S. Main St., Suite #808
Los Angeles, CA 90013
Office: 213-620-1904
Fax: 213-620-1587
Email: gary@epgla.com

Check out our new website: epgla.com
Follow us on Facebook and Twitter

—

William Jones, M.A., M.S., E.I.T., R.E.P.A.
Environmental Management Group | Environmental Supervisor II
Bureau of Engineering | Department of Public Works
1149 So. Broadway, Suite 600, Los Angeles, CA 90015, MS-939
O: (213) 485-5760 | F: (213) 847-0656
william.jones@lacity.org



Response to Letter I3: Gary Benjamin

I3-1

The comment that Gary Benjamin supports the Project because the streetcar would improve the quality of life in downtown Los Angeles is acknowledged.

2.5.4 Letter I4: Nick Busalacchi

8/2/2016

City of Los Angeles Mail - Fwd: Comment on Streetcar EIR

Comment Letter 14



Christine Shen <christine.shen@lacity.org>

Fwd: Comment on Streetcar EIR

William Jones <william.jones@lacity.org>
To: Christine Shen <christine.shen@lacity.org>

Tue, Aug 2, 2016 at 6:27 AM

Christine,
Please process Comment letter #16

----- Forwarded message -----

From: **Nicholas Busalacchi** <njbusalacchi@gmail.com>
Date: Mon, Aug 1, 2016 at 10:38 AM
Subject: Comment on Streetcar EIR
To: eng.lastreetcarproject@lacity.org

My primary issues with this project are redundancy of existing transit service, visual/audio blight, cumulative construction impacts, and most fundamentally the misguided nature of this large expenditure and potential tax assessment. This is not *really* about transit or providing more mobility options to residents. DASH and Metro do a fine job, and ride-share and walking/cycling are great options Downtown as well. If anything, funds could be better allocated to those modes. I4-1 I4-2

The streetcar is about subsidizing DTLA real estate, particularly commercial interests in the Fig/Broadway corridors. And as I'm sure most observers would note, DTLA real estate doesn't exactly need additional enticements for global capital. It's getting more and more expensive by the day and pricing out those who have lived here the longest (individuals, by the way, that almost certainly will not ride the streetcar).

Downtown's homeowners, renters, small business owners, etc.--some no doubt (including myself) who may benefit financially--do not need to be subsidizing the capital accumulation of DTLA's commercial elite, much less bear the impacts of overhead catenary cables, construction disruptions, and yes, probably traffic congestion. I4-3

I'd rather our district's dollars allocated to myriad other Measure R projects, existing DTLA infrastructure, and providing shelter and services to the homeless who planners/elected officials constantly overlook in dedicating their efforts to boutique legacy projects such as this. I4-4

Nick Busalacchi
Downtown resident

—
William Jones, M.A., M.S., E.I.T., R.E.P.A.
Environmental Management Group | Environmental Supervisor II
Bureau of Engineering | Department of Public Works
1149 So. Broadway, Suite 600, Los Angeles, CA 90015, MS-939
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william.jones@lacity.org



Response to Letter I4: Nick Busalacchi

I4-1

a) Redundancy of existing transit service

As is stated in part in Section 2.3.1 of the Draft EIR, *Project Needs*: “There is a lack of an available centralized downtown transit route to complement the Downtown Area Short Hop [DASH] service,” and “Increased demand for transit service is emerging from development and population, household, and employment growth in downtown that existing facilities cannot serve.” The streetcar is not intended to replace transportation options such as DASH, Metro, ride-sharing, walking, or bicycling, but to support and complement them, as well as allow for drivers to “park once” and rely on transit for trips within downtown rather than contributing further to congestion. DASH and Metro (along with other local transit services) provide a valuable service connecting communities within the region; streetcar service is intended to operate as a circulator within the exceptionally dense and transit-dependent downtown area, with the potential for future revisions—without service hour reductions—to DASH service that allow for improved frequency and/or access to communities outside of the proposed Project area (EIR Statement of Need, pages 2-8 to 2-11; EIR Project Objectives, page 2-12).

b) Visual/audio blight

Visual impacts associated with the wires, tracks, and catenary poles are not considered to be significant (see Draft EIR, Section 3.1, page 3.1-25). Although they may slightly change some views in some portions of the alignment, visual elements introduced by the Project are not considered significant for reasons described in Draft EIR Section 3.1, *Aesthetics*. Views of visual resources throughout the alignment can be had from a variety of positions, depending on the distance and angle of the viewer; furthermore, viewer sensitivity, which represents all viewer groups (residents, commuters, visitors, employees, etc.), is moderate overall.

Construction and operation-related impacts are acknowledged with particular regard to noise and vibration impacts (see Draft EIR Section 3.9). In each case, mitigation measures have been proposed to lessen temporary impacts as much as practicable.

c) Cumulative construction impacts

As required by the State CEQA Guidelines, the Draft EIR identified related projects in Chapter 2, *Project Description*. Related projects include projects that are proposed (i.e., with pending applications), recently approved, under construction, or reasonably foreseeable that could produce a cumulative impact on the local environment when considered in combination with the proposed Project. Table 2-4, Related Projects List, in the Draft EIR lists the related projects that were considered in each cumulative impact analysis. The related project list consists of all potential projects within an approximately 2-mile radius of the Project site. The locations of the related projects are depicted in Figure 2-5, Related Projects Map, of the Draft EIR. Cumulative environmental impacts, including a complete list of Related Projects (see Draft EIR Table 2-4), are discussed under each of the topics in Chapter 3 of the Draft EIR. Those cumulative impacts are also summarized in Table ES-3.

d) Large expenditure and potential tax assessment

The Project is one of the many transportation projects to receive funding from Measure R. As with other transit in the area and throughout the country, most of the cost of running the service would come from public subsidies—Measure R Local Return, in this case. A local tax was included as part of the proposed streetcar funding package for several reasons, including a demonstration of the commitment and support of local residents based upon their perceived improved mobility and anticipated economic benefits (e.g., increased property values). The local Community Facilities District (up to \$85 million) would be only one of several Project funding sources and would account for only a portion of the Project’s capital cost. Furthermore, the City Council has conditionally committed \$295 million in Measure R Local Return funds to operate streetcar service for 30 years. The City is seeking up to \$100 million of capital construction funds from a federal Small Starts grant, and also \$200 million from the November 2016 Los Angeles County Measure M ballot initiative. Discussion of the funding approach for the Project is provided in the responses to comments I5-1 and I8-1.

I4-2

The commenter is correct in that there is a large amount of bus service in downtown, including Metro, DASH, and local bus services. However, the existing bus service does not perform the same circulator role intended for the Project. The Draft EIR *Project Description* identifies the lack of a centralized downtown transit route as one need that the proposed streetcar would fill (Draft EIR, page 2-9). Please also see the response to comment I4-1, above.

I4-3

Temporary construction-related disruptions and traffic congestion are normal occurrences when public works improvement projects are being implemented. This is an unavoidable consequence and is common in mostly developed cities such as Los Angeles. As is noted in each of the construction-period impact evaluations in this EIR (see the respective impact discussions in Sections 3.1 through 3.10), all practical means would be employed to reduce construction-period impacts and limit their duration.

As described and evaluated in Section 3.1 of the EIR, the overhead cables are not considered to result in a significant visual impact. Although they may result in partial obstruction of some views, views to visual resources throughout the alignment can be had from a variety of positions, depending on the distance and angle of the viewer; furthermore, viewer sensitivity, which represents all viewer groups (residents, commuters, visitors, employees, etc.), is categorized as “moderate” overall.

Regarding transportation impacts, a full examination of this topic can be found in EIR Section 3.10. As noted in that section, operational traffic impacts are expected to be limited to only up to three of the 65 intersections analyzed.

I4-4

The commenter has expressed concern that money should be allocated to other projects like Measure R, existing downtown Los Angeles infrastructure, and shelter for the homeless. The Project is one of the many transportation projects to receive funding from Measure R. Funding for other

types of projects (e.g., infrastructure and homeless housing) would not be affected by the Measure R allocations.

2.5.5 Letter I5: Zach C.

8/8/2016

City of Los Angeles Mail - Fwd: Streetcar in DTL

Comment Letter I5



Christine Shen <christine.shen@lacity.org>

Fwd: Streetcar in DTL

William Jones <william.jones@lacity.org>
To: Christine Shen <christine.shen@lacity.org>

Fri, Aug 5, 2016 at 3:27 PM

#25

----- Forwarded message -----

From: 'Z C' via **ENG LA Street Car Project** <eng.lastreetcarproject@lacity.org>
Date: Thu, Aug 4, 2016 at 4:42 PM
Subject: Streetcar in DTL
To: eng.lastreetcarproject@lacity.org

If the city isn't planning to pitch in on the bill, I am not in support. Why should the residents pay for it all when it's really for tourists? I don't really need it with Uber in the mix. | I5-1

Thanks,
Zach C - Resident at Luma

—
William Jones, M.A., M.S., E.I.T., R.E.P.A.
Environmental Management Group | Environmental Supervisor II
Bureau of Engineering | Department of Public Works
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william.jones@lacity.org



Response to Letter I5: Zach C.

I5-1

A local tax was included as part of the proposed streetcar funding package for several reasons, including a demonstration of the commitment and support of local residents based upon their perceived improved mobility and anticipated economic benefits (e.g., increased property values). The complete package of funding sources for the proposed Project has not yet been finalized, but the contribution from the local Community Facilities District (up to \$85 million) would be only one of several Project funding sources. The City Council has conditionally committed \$295 million in Measure R Local Return funds to operate streetcar service for 30 years. The City is seeking up to \$100 million of capital construction funds from a federal Small Starts grant, and also \$200 million from the November 2016 Los Angeles County Measure M ballot initiative. Regardless of the composition of the final comprehensive funding package eventually assembled for the Project, the Community Facilities District would account for only a portion of the Project's capital cost.

2.5.6 Letter I6: Andrew Chier

Comment Letter I6

Petersen, Gary

From: William Jones <william.jones@lacity.org>
Sent: Thursday, July 07, 2016 12:25 PM
To: Petersen, Gary; Cariapa, Namrata
Cc: Reza Shahmirzadi
Subject: Fwd: Downtown Historic Streetcar

Comment #4

----- Forwarded message -----

From: Chier, Andrew <ChierA@metro.net>
Date: Thu, Jul 7, 2016 at 10:59 AM
Subject: Downtown Historic Streetcar
To: "eng.lastreetcarproject@lacity.org" <eng.lastreetcarproject@lacity.org>

Good Morning,

Following a link from a LACMTA "The Source" article, I recently read your EIR for the restoration of historic streetcars to downtown LA. I'm excited about this but can't find any reference to the inclusion of historic equipment in the draft EIR.

A couple unaddressed questions come to mind:

1. Have you considered including specifications that build the line in a fashion that's compatible with older/historic equipment?
 - a. Historic cars usually run on 600 volts DC instead of 750 like our modern fleet.
 - b. Some differences in wheel tread and flangeway design.
 - c. Overhead contact systems are available that are compatible with both old style trolley poles and new style pantographs.
 - d. ADA compliance items could be designed into station platforms which would ease modifications to historic cars.
2. Would the city be interested in opening dialogue regarding sourcing historic equipment through an agreement or purchase with local museum(s)?
 - a. The Southern California Railway Museum (Formerly Orange Empire Railway museum) has what could be called a surplus of complete but unrestored cars from LA's original systems.

16-1

I look forward to hearing back. If I can be of any assistance to you I'd be thrilled to help. I have a degree in construction from Texas A&M and spent several years working for one of the premier builders of rail transit systems in the US. I also used to volunteer for the historic streetcar line in Dallas so have seen what a success these lines can be.

Thanks for your time.

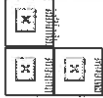
AJ Chier

C 979-575-3289

Andrew "AJ" Chier
LA Metro
Rail Fleet Services Supervisor
Division 20 "Red Line"
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Metro provides excellence in service and support.

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Response to Letter I6: Andrew Chier

I6-1

Use of historic equipment has been considered, but is unlikely to be pursued at the scale described in this letter, primarily for reasons of cost, reliability, and regulatory compliance. In order to secure federal funding, both the ADA and energy efficiency requirements must be satisfied; the use of historic vehicles is unlikely to be compliant with those requirements. Also, it is expected that older, historic equipment would be more difficult and costly to maintain. However, historical poles for the overhead catenary wires are being explored as one way to integrate the past into the design of the modern streetcar system. Mitigation Measure MM-AES-03, included in Section 3.1.7.2 of the Draft EIR *Aesthetics* section, describes the requirements for the design and installation of the OCS to be consistent with the surrounding design context.

2.5.7 Letter I7: David Elgas

8/9/2016

City of Los Angeles Mail - Fwd: LA Streetcar Project Community Feedback

Comment Letter I7



Christine Shen <christine.shen@lacity.org>

Fwd: LA Streetcar Project Community Feedback

William Jones <william.jones@lacity.org>
To: Christine Shen <christine.shen@lacity.org>

Tue, Aug 9, 2016 at 7:09 AM

#37

----- Forwarded message -----

From: **David** <davidelgas@hotmail.com>
Date: Mon, Aug 8, 2016 at 5:08 PM
Subject: LA Streetcar Project Community Feedback
To: "eng.laststreetcarproject@lacity.org" <eng.laststreetcarproject@lacity.org>

There are a few issues with this project:

1. In its longest stretch, the path is less than 1 mile. DTLA is one of 4 walking neighborhoods in LA County (Santa Monica, Pasadena, Beverly Hills). People move and visit DTLA because they like the walking nature of this community. | 17-1
2. The city has chosen 11th Street as its southern East/West connection. However this street is far too small to support the traffic, even before the proposed bike lane project comes through. The result will be absolute grid lock and safety issues. | 17-2
3. The residents of South Park have met and voted on our support for the proposed route. The overwhelming % of owners are opposed to the current proposal. However, after two meetings with Mr. Huazar's office it is clear that he is only interested in a line item on his resume as he prepares to run for Mayor. | 17-3

I simply cannot understand what the city would force something on residents that neither addresses a problem or has the support of residents.

—
William Jones, M.A., M.S., E.I.T., R.E.P.A.
Environmental Management Group | Environmental Supervisor II
Bureau of Engineering | Department of Public Works
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william.jones@lacity.org



<https://mail.google.com/mail/u/0/?ui=2&ik=472e77e9a5&view=pt&search=inbox&msg=1566fa2e32cc4afd&siml=1566fa2e32cc4afd>

1/2

Response to Letter I7: David Elgas

I7-1

Land Use and Planning (Section 3.8) of the EIR clearly calls attention to the importance of pedestrians to the vitality of the downtown environment. Please see Section 3.8.1.3, *Central City Community Plan, Bunker Hill Specific Plan, Broadway Streetscape Master Plan, and Broadway Theater and Entertainment District Design Guide* discussions. The Project is being developed to be compatible with the needs of pedestrians and provide opportunities for them to move within downtown, and to enhance accessibility to the various districts within downtown in which pedestrian activity is to be encouraged. In particular, the Project is being designed to be consistent with the pedestrian design aspects of the *Broadway Streetscape Master Plan*. In addition, Project stations, signalization, and signage would be designed to be cognizant of pedestrian considerations, safety in particular.

I7-2

Please refer to the Figueroa Streetscape Project Mitigated Negative Declaration (MND), which addressed the transportation impacts of losing one lane of traffic and adding a bike lane along 11th Street. Regarding the transportation impacts of the Streetcar Project, the traffic analysis for the opening year (2020) and horizon year (2040), both with and without the Project, found that all the study intersections along 11th Street are projected to be operating at an acceptable level of service during both the AM and PM peak hours. Also, the existing traffic circulation patterns along 11th Street would be maintained. Consequently, the Project would not cause increased congestion along 11th Street. Please see Draft EIR Tables 3.10-5 through 3.10-10 for these results.

I7-3

The commenter has not raised an environmental concern pursuant to State CEQA Guidelines Section 15088(a). Pursuant to Public Resources Code Section 21082.2(c), argument, speculation, unsubstantiated opinion or narrative, or evidence of social or economic impacts that do not contribute to, or are not caused by, physical impacts on the environment is not considered substantial evidence.

2.5.8 Letter I8: Fred Figueroa

7/14/2016

City of Los Angeles Mail - LA streetcar questions

Comment Letter I8



William Jones <william.jones@lacity.org>

LA streetcar questions

1 message

Fred_Figueroa@cacd.uscourts.gov <Fred_Figueroa@cacd.uscourts.gov>
To: eng.lastreetcarproject@lacity.org

Thu, Jul 14, 2016 at 1:07 PM

Hello, I attended your hearing this week & am getting familiar with this project. I have some questions

I heard the project was over budget & put on hold, is this correct or has all funding been resolved & secured? I18-1

If all approvals are obtained will project move forward per your timeline? I18-2

What's the possibility of going wireless, as other cities have done, & eliminating the overhead wires? I18-3

What infrastructure is required for the overhead wires? I18-4

Will sidewalks be affected, how? I18-5

Thanks



FRED FIGUEROA | CHIEF DISTRICT ARCHITECT

UNITED STATES DISTRICT COURT
CENTRAL DISTRICT OF CALIFORNIA
312 North Spring Street, Suite 910
Los Angeles, California 90012
Office: (213) 894.0751 Fax: (213) 894.5398
fred_figueroa@cacd.uscourts.gov

Response to Letter I8: Fred Figueroa

I8-1

All capital funding has not yet been secured, but the Project is pursuing several potential approaches to complete the funding package, including: (1) combine committed Community Facility District funds with funding from the November 2016 Metro Measure M ballot measure; (2) secure federal funding; and (3) pursue a public-private partnership opportunity, combining Community Facility District funds, federal grants (Small Starts), private funds, and other potential public sources. The Project is proceeding with planning and design while funding is being assembled.

I8-2

If approvals are assembled in a timely manner, the Project timeline of beginning revenue service operations by late 2020 is achievable.

I8-3

Wireless or hybrid (i.e., some wired, some off-wire) service remain as possibilities for the Project, depending on cost and feasibility, which are yet to be determined. A system powered by overhead wires was studied in the EIR because that manner of power delivery would be considered to have the greatest impact from an environmental perspective; it is also the conventional means of powering streetcar vehicles and it would be most consistent with restoring historic streetcars in downtown Los Angeles.

I8-4

The infrastructure for overhead power delivery from overhead contact wires to the streetcar vehicles would consist of either a series of poles installed on either side of the street, with a span wire across the street, or single poles with cantilever arms. Please see Draft EIR Section 2.6.3.1 for a more complete description.

I8-5

Streetcar platforms and their relationship to sidewalks are discussed in Draft EIR Section 2.6.2. Impacts on historic sidewalks are discussed in Section 3.3.3.3. Related mitigation measures are discussed in Section 3.3.4.2. Neither modern nor historic sidewalks would be adversely affected.

2.5.9 Letter I9: Paula Flynn

8/9/2016

City of Los Angeles Mail - Fwd: DTLA streetcar

Comment Letter I9



Christine Shen <christine.shen@lacity.org>

Fwd: DTLA streetcar

William Jones <william.jones@lacity.org>
To: Christine Shen <christine.shen@lacity.org>

Tue, Aug 9, 2016 at 7:02 AM

#29

----- Forwarded message -----

From: **paula flynn** <paula.flynn@me.com>
Date: Sun, Aug 7, 2016 at 6:44 PM
Subject: DTLA streetcar
To: eng.lastreetcarproject@lacity.org

I am an owner at Luma and opposed to the proposed DTLA street car. The disruption to traffic along 11th street will be significant, with cars turning into carparks etc, and as there are several new building being constructed there will be significant congestion. I9-1

The noise and dust during construction will be a health hazard, as I have allergies my quality of life will be directly effected. Also I have no desire to be living in close proximity to high power electricity lines, also a potential health hazard. For a 3.8 mile loop the benefits do not seem to offset the negatives of this project. I9-2

Thank you, Paula Flynn

—
William Jones, M.A., M.S., E.I.T., R.E.P.A.
Environmental Management Group | Environmental Supervisor II
Bureau of Engineering | Department of Public Works
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william.jones@lacity.org



Response to Letter I9: Paula Flynn

I9-1

As indicated in the Transportation Technical Study (Draft EIR Appendix J), a total of nine streetcar events would pass through any given point along the alignment during each AM and PM peak hour. This is equivalent to approximately 39 additional vehicle trips during each AM and PM peak hour. The Transportation Technical Study evaluated the transportation impacts of adding 39 vehicle trips to the roadway network during both peak hours and found that all the study intersections along 11th Street would be operating at an acceptable level of service during both the AM and PM peak hours. Also, the existing traffic circulation patterns along 11th Street would be maintained.

I9-2

Construction-related impacts are acknowledged with particular regard to noise and air impacts (see EIR Sections 3.2 and 3.9). In each case, mitigation measures have been proposed to lessen these temporary impacts as much as practicable. No high-power electricity lines are part of the proposed Project. The streetcar OCS would be carrying direct current (DC), which does not generate oscillating electromagnetic fields, which would be the source of the commenter's concern. The voltage is also a low 750 volts compared to typical long-distance, high-power transmission lines, which carry voltages several magnitudes higher (upwards of 100,000 volts). In addition, a public information program will be in place during construction of the Project so that concerns of downtown residents and businesses can be addressed.

2.5.10 Letter I10: Alexander Friedman

Comment Letter I10

Petersen, Gary

From: William Jones <william.jones@lacity.org>
Sent: Friday, July 01, 2016 7:21 AM
To: Petersen, Gary; Cariapa, Namrata
Cc: Reza Shahmirzadi
Subject: Fwd: Supporting the DTLA Streetcar project

Below is a comment letter from a constituent.

----- Forwarded message -----

From: **Alek** <alek3773@gmail.com>
Date: Thu, Jun 30, 2016 at 6:26 PM
Subject: Supporting the DTLA Streetcar project
To: eng.lastreetcarproject@lacity.org
Cc: LA Streetcar - general emails <info@lastreetcar.org>, LA Streetcar - general <socialmedia@lastreetcar.org>, LA Streetcar - Eric Metz <emetz@lastreetcar.org>, LA Streetcar - Dennis All <dallen@lastreetcar.org>

Dear Sir or Madam:

First off, I would like to thank you wholeheartedly for all your work.

I am a frequent visitor to Downtown LA - for both personal and business occasions. I am a major supporter of the Streetcar project, and believe it will greatly revitalize the area, will dramatically improve our mobility options, will enhance our transit infrastructure, and will open the door to endless opportunities for future development and economic growth!

Yes, the project should definitely continue to move forward.

As far as the alternatives, I believe the "**Alternative 1: 7th Street eastbound alignment with an extension to Grand Avenue**" - should be an optimal solution. 7th Street is one of the most pedestrian-busy streets in Downtown LA, and should definitely be included. In addition, extending the project to Grand Street will also increase the overall project span - therefore extending mobility to more areas.

Thank you, once again, for building the project.

I look forward to successful - and timely - completion of the DTLA Streetcar!

Sincerely,

Alexander Friedman
(323) 465-8511
Hollywood, California

I10-1

Response to Letter I-10: Alexander Friedman

I10-1

The comment that Alexander Friedman supports the Project's Alternative 1 (7th Street Alternative with the Grand Avenue Extension) because the streetcar would improve mobility and revitalize the area is acknowledged.

2.5.11 Letter I11: Patti Gagan

8/8/2016

City of Los Angeles Mail - Fwd: LA Streetcar DIER

Comment Letter I11



Christine Shen <christine.shen@lacity.org>

Fwd: LA Streetcar DIER

1 message

William Jones <william.jones@lacity.org>
To: Christine Shen <christine.shen@lacity.org>

Fri, Aug 5, 2016 at 3:25 PM

#24

----- Forwarded message -----

From: **Gagan, Patti** <patricia.gagan@lausd.net>
Date: Thu, Aug 4, 2016 at 4:02 PM
Subject: LA Streetcar DIER
To: "eng.lastreetcarproject@lacity.org" <eng.lastreetcarproject@lacity.org>

Gentlemen,

Please address the following issues:

1. I believe that the a single lane of traffic on 11th Street is not compatible with a bikeway on the same street. Cars will have to cross the bikeway to turn right. I11-1
2. Please ensure that vehicles traveling west on 11th St. will be allowed to turn right onto Hope St. I11-2
3. Please ensure that vehicles traveling west on 11th St. will be allowed to turn left onto Hope St. from a left turn lane. If you don't provide a left turn lane, then left-turning vehicles will stop all traffic behind. I11-3
4. Please ensure that vehicles traveling west on 11th St. will not back up across the driveway entrance to Luma / Elleven, which would prevent ingress and egress I11-4
5. Please ensure that moving trucks serving Luma and Elleven will continue to be able to load and unload from 11th St. I11-5

Sincerely,

Patti Gagan

1100 S. Hope St. #801

Los Angeles, CA 90015

—

William Jones, M.A., M.S., E.I.T., R.E.P.A.
Environmental Management Group | Environmental Supervisor II

<https://mail.google.com/mail/u/0/?ui=2&ik=472e77e9a5&view=pt&search=inbox&th=1565ccf3cc211dbc&siml=1565ccf3cc211dbc>

1/2

Response to Letter I11: Patti Gagan

I11-1

Please refer to the Figueroa Streetscape Project MND, which addressed the transportation impacts of losing one lane of traffic and adding a bike lane along 11th Street. Regarding the transportation impacts of the Streetcar Project, the traffic analysis (see Draft EIR Section 3.10) for the opening year (2020) and horizon year (2040), both with and without the Project, found that all the study intersections along 11th Street would be operating at an acceptable level of service during both the AM and PM peak hours. Please refer to responses to comments S1-8, S1-9, and I26-1.

I11-2

Existing traffic circulation patterns along 11th Street would be maintained with the streetcar in operation. Both right and left turns from 11th Street onto Hope Street would be permitted. Please also note that 11th Street is a one-way westbound street in the vicinity of the LUMA site, and, during a green signal, all traffic movements (left, through, and right) operate at the same time.

I11-3

Please see the response to comment I11-2, above.

I11-4

Access to the LUMA parking garage would operate in the same manner as the without Project condition. Similar to what may occur in the present (pre-streetcar) condition, should congestion at the intersection of 11th Street and Hope Street become sufficiently severe due to unusually heavy traffic conditions, vehicles waiting for a green cycle could develop a queue that may temporarily block the driveway entrance noted in the comment, until the intersection clears. Such an occurrence may occasionally take place within downtown, as happens currently from time to time. Streetcar operations would not have an adverse effect on local traffic conditions at this intersection, as noted in the responses to comments I7-2 and I9-1, above.

I11-5

Existing traffic circulation patterns along 11th Street would be maintained with the streetcar in operation. Please refer to the Figueroa Streetscape Project MND that would convert spaces on 11th, to the east of the LUMA/Elleven alley and garage entrance, to loading zones in order to preserve easy access for moving vans and other loading needs for residents at these buildings.

2.5.12 Letter I12: Gregory Kay

8/9/2016

City of Los Angeles Mail - Fwd: Streetcar EIR Comments

Comment Letter I12



Christine Shen <christine.shen@lacity.org>

Fwd: Streetcar EIR Comments

William Jones <william.jones@lacity.org>
To: Christine Shen <christine.shen@lacity.org>

Tue, Aug 9, 2016 at 7:18 AM

#42

----- Forwarded message -----

From: **Gregory Kay** <gregoryskay@gmail.com>
Date: Tue, Aug 9, 2016 at 6:48 AM
Subject: Streetcar EIR Comments
To: eng.lastreetcarproject@lacity.org

I am a resident of Downtown and I work in the Financial District and I oppose the construction of the streetcar. It will be duplicative of existing transit options (red and purple lines and dozens of bus lines that pass through Downtown) and even the under construction Regional Connector. I12-1

The funds could be much better used by revising or adding a DASH route and using the remaining funds for more important transportation projects such the Purple line extension or additional bike lanes.

The proposed streetcar will have substantial negative effects on Downtown, including unsightly catenary wires interfering with views of the many historic buildings, substantial traffic and pedestrian circulation issues and noise issues. I12-2
I12-3

Last, some argue that a fixed guideway system is required to spur development in Downtown. This is obviously not true as the proposed streetcar route is already experiencing billions of dollars in new construction and other development. It is already the number one place to invest in Los Angeles. The city should focus on encouraging development in other neighborhoods more in need. I12-4

—
William Jones, M.A., M.S., E.I.T., R.E.P.A.
Environmental Management Group | Environmental Supervisor II
Bureau of Engineering | Department of Public Works
1149 So. Broadway, Suite 600, Los Angeles, CA 90015, MS-939
O: (213) 485-5760 | F: (213) 847-0656
william.jones@lacity.org



Response to Letter I12: Gregory Kay

I12-1

Please see response to comment I4-1. In addition, please note that the local circulator service and also the route differs from those provided by the Red, Purple, and Regional Connector lines.

I12-2

As noted in Section 3.1.6.3 (see pages 3.1-38 and 3.1-39), view blockages associated with the catenary wires are not considered to result in a significant impact. Catenary wires would not fully obstruct views of historical buildings, which can be had from a variety of positions throughout the alignment where historical resources are present, depending on the distance and angle of the viewer. Moreover, it should be noted that the presence of overhead streetcar wires were part of the original installation of the streetcar system in downtown Los Angeles and, therefore, replacement of them would be consistent with the historical setting.

I12-3

As indicated in the Transportation Technical Study (Draft EIR; Appendix J), a total of nine streetcar events would pass through any given point along the alignment during each AM and PM peak hour. This is equivalent to approximately 39 additional vehicle trips during each AM and PM peak hour. The Transportation Technical Study evaluated the transportation impacts of adding 39 vehicle trips to the roadway network during both peak hours and found that the majority of the 65 study intersections would be operating at acceptable levels of service when compared to the without Project condition. Depending on the alternative, three or fewer intersection locations have been identified as experiencing significant impacts. Also, the traffic circulation patterns would be maintained and travel along existing streets would be the same as in the without Project condition. Pedestrian movements within the Project route would be maintained as they are currently, with additional signalization made available to assist patrons in using the streetcar. Construction and operation noise impacts are analyzed in Draft EIR Section 3.9. Mitigation measures have been proposed to lessen these temporary impacts as much as practicable and are included in Section 3.9.4. of the *Noise and Vibration* section of the Draft EIR.

I12-4

The commenter has not raised an environmental concern pursuant to State CEQA Guidelines Section 15088(a). Pursuant to Public Resources Code Section 21082.2(c), argument, speculation, unsubstantiated opinion or narrative, or evidence of social or economic impacts that do not contribute to, or are not caused by, physical impacts on the environment is not considered substantial evidence. As set forth in Section 5.2 of the Draft EIR, the Project would support growth in downtown Los Angeles and is consistent with general plan objectives and policies with respect to projected growth.

2.5.13 Letter I13: Mo Khaledy

8/3/2016

City of Los Angeles Mail - Fwd: street car project

Comment Letter I13



Christine Shen <christine.shen@lacity.org>

Fwd: street car project

1 message

William Jones <william.jones@lacity.org>
To: Christine Shen <christine.shen@lacity.org>

Wed, Aug 3, 2016 at 11:10 AM

Hi Christine, please process #19, Thanks

----- Forwarded message -----

From: **Khaledy, Mahmood** <Mahmood.Khaledy@med.usc.edu>
Date: Tue, Aug 2, 2016 at 10:45 PM
Subject: Re: street car project
To: "eng.lastreetcarproject@lacity.org" <eng.lastreetcarproject@lacity.org>

I would like to voice my support for the street car LA project.
I understand there are some concerns regarding the impact of MyFiguroa project alongside the streetcar. That

I13-1
I13-2

Hopefully these things will be ironed out, and I am looking forward to it being implemented.

Mo Khaledy
Luma unit 615

Sent from my iPhone

—
William Jones, M.A., M.S., E.I.T., R.E.P.A.
Environmental Management Group | Environmental Supervisor II
Bureau of Engineering | Department of Public Works
1149 So. Broadway, Suite 600, Los Angeles, CA 90015, MS-939
O: (213) 485-5760 | F: (213) 847-0656
william.jones@lacity.org



Response to Letter I13: Mo Khaledy

I13-1

The comment that Mo Khaledy supports the Project is acknowledged.

I13-2

The commenter notes that there is existing concern from residents along 11th Street about roadway changes resulting from the *MyFigueroa* project. Concerns include the reduction of travel lanes from two westbound lanes to one westbound lane from Broadway to Flower Street and obstacles to egress from parking structures with entrances and exits on 11th Street. The *MyFigueroa* project, which recognizes the presence of the streetcar, would reduce westbound travel lanes from two to one and replace the northernmost travel lane with a westbound Class II bicycle lane and widened sidewalk. On the south side of the street, sidewalk “bulb-outs” would be added at some locations, including intersections, to shorten pedestrian crossing distances and improve pedestrian visibility, but the majority of parking on this side of the street would be maintained, including space for loading. Because the *MyFigueroa* project is funded and would be completed before construction of the proposed streetcar would begin, it has been analyzed as the future baseline condition. The streetcar would operate in the one westbound vehicle lane and pick up/drop off passengers at several stops on the south side of 11th Street; the stop platforms would be built similarly to the bulb-outs described above, such that the streetcar is able to remain in the same lane of travel. Taking the *MyFigueroa* streetscape project as the baseline condition, addition of the streetcar to 11th Street is not projected to add significantly to delay at intersections along this corridor (Draft EIR Appendix J, page 55). Please also see the responses to comment letter I-11, above.

2.5.14 Letter I14: Steven Lake

7/26/2016

City of Los Angeles Mail - Street Car

Comment Letter I14



William Jones <william.jones@lacity.org>

Street Car

1 message

Jay Steven Lake <stevenlake@mac.com>
To: eng.lastreetcarproject@lacity.org

Mon, Jul 25, 2016 at 4:57 PM

As a resident of the fashion district, I just wanted to pledge my support for the street car project. It will be a great boon to living in DTLA, and make reaching destinations and running tasks less daunting than on foot or bike. Thanks,

I 114-1

Steven Lake
217 East 8th Street 31101
LA, CA 90014

Response to Letter I14: Steven Lake

I14-1

The comment that Steven Lake supports the Project because the streetcar would improve mobility is acknowledged.

2.5.15 Letter I15: Francis Langlois

8/9/2016

City of Los Angeles Mail - Fwd: DTLA Streetcar EIR Comments

Comment Letter I15



Christine Shen <christine.shen@lacity.org>

Fwd: DTLA Streetcar EIR Comments

William Jones <william.jones@lacity.org>
To: Christine Shen <christine.shen@lacity.org>

Tue, Aug 9, 2016 at 7:10 AM

#38

----- Forwarded message -----

From: **Francis Langlois** <flanglois@actionlife.com>
Date: Mon, Aug 8, 2016 at 5:22 PM
Subject: DTLA Streetcar EIR Comments
To: "eng.lastreetcarproject@lacity.org" <eng.lastreetcarproject@lacity.org>
Cc: Vu Nguyen <vu.t.nguyen@gmail.com>, Derek Joslin <derekjoslin@yahoo.com>, Vice President Tricia Saiki <tricialil22@gmail.com>, John Bilar <jbilar@spectrumitc.net>, PETER TOUMASIS <toumasis33@mac.com>

The Luma HOA Board of Directors has conducted a survey of our residents to gauge their interest in having a Streetcar in DTLA. The results of which were 60% against and 40% for a Streetcar. Below are some of the concerns that residents have raised and that we request be officially included in the EIR.

IS THERE A NEED

The Community Facilities District tax was voted on in 2012 and South Park along with all of DTLA has dramatically changed in the last four years. There are thousands of new residents and hundreds of new businesses that will be affected by the Streetcar. There's an obvious increase in both vehicular and pedestrian traffic that comes with a growing community and our concern is that our neighbors who did not live in the area in 2012 also have a vote for or against the Streetcar.

I15-1

- The distance from the furthest point South to the furthest point North, essentially Staples Center to Walt Disney Concert Hall, is 1.2 miles. There are several modes of transportation that did not exist in 2012 including the MTA Bike Rentals. There is also the DASH bus, Big Blue Bus, driving, or walking to get round. Do we need another form of transportation in such a confined area?

I15-2

TAXES

Only Downtown properties will incur a tax to support the Streetcar as determined by the CFD. This is estimated to be \$62.5M, but has approval up to \$85M. Because LUMA is directly on the Streetcar route, we will be taxed as a Tier 1 property, which is the highest tax that can be levied for this project. A special assessment tax to solely fund the Streetcar and to be paid solely by Downtown properties may negatively impact our equity because of higher taxes that are specific to our building.

I15-3

- If Downtown properties are being exclusively taxed to build the Streetcar, we are concerned about having to pay additional fare to ride the Streetcar. Will the Streetcar be free or is there a fare considering the City Council approved 30 years worth of funding to maintain the project once it's built.

I15-4

MY FIGUEROA

While we understand that the My Figueroa project has been approved, there is concern that establishing a dedicated bike lane on 11th Street effectively reduces vehicular traffic to one lane. This single lane of vehicular traffic will be shared with the Streetcar and may add congestion.

I15-5

- With the addition of the Ten50 building (151 residences) on 11th Street, Circa on Figueroa (648 residences), Forest City South Park (391 residences), Fig Central (164 residences) and Luxe Replacement (650 residences), there are thousands of new residents moving directly onto or adjacent to 11th Street.

I15-6

<https://mail.google.com/mail/u/0/?ui=2&ik=472e77e9a5&view=pt&search=inbox&msg=1566fa38372bc5cb&siml=1566fa38372bc5cb>

1/3

8/9/2016

City of Los Angeles Mail - Fwd: DTLA Streetcar EIR Comments

IMPACT ON LUMA

- The main entrance to both LUMA and ELLEVEN's parking garage is on 11th Street and there is concern about the ingress and egress for residents. There are 236 units in LUMA and 180 in Elleven. | 115-7
 - Our designated area for Moving Trucks is on the south side of 11th Street, which is the same side that the Streetcar will travel. We would require that the Streetcar still allow access to this loading area. | 115-8
 - Allow for left and right turns onto Hope Street from 11th Street. | 115-9
 - Safety and crowd concerns. There will be an increase in loitering while people wait to board and disembark the Streetcar. | 115-10
 - Noise and vibration concerns. Will the Streetcar make any noise or cause any vibration as it travels? | 115-11
 - Dozens of parking spots will be lost due to My Figueroa and the Streetcar in addition to the several spots that were used for the MTA bike rental and Parklet on Hope Street. Is there a plan to procure more street parking? | 115-12
- Lastly, Luma is a luxury residential building. Along with our neighbors at Elleven and EVO, homeowners in this trio of buildings invested in South Park prior to the resurgence that we all currently enjoy in DTLA. We invested not only financially, but emotionally. We believed in a revitalized Downtown and deserve to have a voice in the future of our community especially when discussing changes directly on our street. Therefore, we request more authentic and meaningful engagement of the residential communities impacted by this and future projects. | 115-13

Thank you,

Luma Homeowners Association Board of Directors

Sent from my iPhone

****CONFIDENTIALITY NOTICE:** This electronic message is intended to be viewed only by the individual to whom it is addressed. It may contain information that is confidential and exempt from disclosure under applicable law. Any dissemination, distribution or copying of this communication is strictly prohibited. If the reader of this message is not the intended recipient or you receive this communication in error, please notify us immediately by return e-mail and delete the original message and any copies of it from your computer system. **** For further information about Action Property Management, please see our website at www.actionlife.com or refer to any of our offices. Thank you.****

—
William Jones, M.A., M.S., E.I.T., R.E.P.A.
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<https://mail.google.com/mail/u/0/?ui=2&ik=472e77e9a5&view=pt&search=inbox&msg=1566fa38372bc5cb&siml=1566fa38372bc5cb>

2/3

Response to Letter I15: Francis Langlois

I15-1

The commenter has not raised an environmental concern pursuant to State CEQA Guidelines Section 15088(a). Pursuant to Public Resources Code Section 21082.2(c), argument, speculation, unsubstantiated opinion or narrative, or evidence of social or economic impacts that do not contribute to, or are not caused by, physical impacts on the environment is not considered substantial evidence.

I15-2

As stated in Draft EIR Section 2.3.1, one aspect of Project need is a lack of an available centralized downtown transit route to complement the DASH service. Please also see the response to comment I4-1.

I15-3

Discussion of the funding approach for the Project is provided in the responses to comments I4-4, I5-1, and I8-1, above. As is noted in those responses, the Community Facilities District funding component is only one of several sources. Regarding the effect on equity, nearby presence of a new transportation mode providing convenient accessibility to several districts within downtown can be viewed as a positive influence on equity.

I15-4

Discussion of the funding approach for the Project is provided in the responses to comments I4-4, I5-1, and I8-1, above. The Project is one of the many transportation projects to receive funding from Measure R. As with other transit in the area and throughout the country, most of the cost of running the service would come from public subsidies—Measure R Local Return, in this case. Fares would be compatible with its other existing transit services (DASH is most relevant here), and so fares are expected to be affordable. The Project is proceeding with planning and design while funding is being assembled.

I15-5

Please refer to the Figueroa Streetscape Project MND, which addressed the transportation impacts of losing one lane of traffic and adding a bike lane along 11th Street. Regarding the transportation impacts of the streetcar project, the traffic analysis for the opening year (2020) and horizon year (2040), both with and without Project, found that all the study intersections along 11th Street would be operating at an acceptable level of service, during both the AM and PM peak hours.

I15-6

As required by the State CEQA Guidelines, the Draft EIR identified related projects in Chapter 2, *Project Description*. Related projects include projects that are proposed (i.e., with pending applications), recently approved, under construction, or reasonably foreseeable that could produce a cumulative impact on the local environment when considered in combination with the proposed Project. Table 2-4, Related Projects List, in the Draft EIR lists the related projects that were considered in each cumulative impact analysis. The related project list consists of all potential

projects within an approximately 2-mile radius of the Project site. The locations of the related projects are depicted in Figure 2-5, Related Projects Map, of the Draft EIR. Cumulative environmental impacts, including a complete list of Related Projects (see Draft EIR Table 2-4), are discussed under each of the topics in Chapter 3 of the Draft EIR. Those impacts are also summarized in Table ES-3.

I15-7

As indicated in the Transportation Technical Study (Draft EIR, Appendix J), the traffic analysis for the opening year (2020) and horizon year (2040), both with and without the Project, found that the intersections along 11th Street would be operating at an acceptable level of service during both the AM and PM peak hours. Current LUMA garage access along 11th Street would be maintained and would operate in the same manner as the without Project condition. Please also see the responses to comments I7-2, I9-1, and I11, above.

I15-8

The comment is noted for the record. The current location for loading/unloading is on the west side of the Luma/Elleven garage entrance on the south side of 11th Street, between Hope and Grand Streets. The *MyFigueroa* project will eliminate the loading area at this location, not the Streetcar Project. The Streetcar Project has coordinated with LADOT to ensure that space would continue to be reserved for loading, directly to the east of the Luma/Elleven garage entrance, on the south side of 11th Street.

I15-9

Currently, 11th Street allows left and right turn movements onto Hope Street. These movements would be maintained for the opening year (2020) and horizon year (2040) with and without Project conditions. Please also see the responses to comment letter I11, above.

I15-10

Adequate pedestrian access and waiting space would be provided at streetcar stations to facilitate prompt loading and unloading of passengers, and service would be more frequent during peak hours to reduce wait times.

I15-11

The noise from streetcar operations is described in Section 3.9 of the Draft EIR. In accordance with the FTA methodology for noise impact assessment, the predicted streetcar noise is compared to the existing ambient noise levels to determine if an impact would occur and subsequently if mitigation would be required. Table 3.9-11 in the Draft EIR is a summary of the noise impacts identified and the mitigation measures available to reduce the predicted noise to a level that does not exceed the FTA noise impact thresholds. The predicted streetcar noise and existing ambient noise levels at each of the noise sensitive receivers along the proposed alignment are shown in Tables 7-2 through 7-4 of the Noise and Vibration Technical Report, Appendix I of the Draft EIR. The vibration from streetcar operations is described on page 3.9-32 of the Draft EIR. The predicted vibration levels are based on the speed of the streetcar, type of track work, and distance to the vibration sensitive receiver. The predicted vibration levels are compared to the FTA impact thresholds to assess impacts and determine if mitigation measures would be required. A summary of the vibration

impact assessment for the sensitive receivers along the proposed Project alignments is presented in Tables 3.9-15 and 3.19-16 of the Draft EIR.

I15-12

Parking was removed as an impact criterion in the 2010 State CEQA Guidelines update. However, on-street parking losses associated with the Project would be minimal: 6 of 48 spaces on 11th Street. There are no plans associated with the Project to increase the supply of parking spaces, either on- or off-street. The introduction of a new means of transportation among various districts in downtown would afford patrons an alternative to the use of the automobile, particularly for short trips internal to downtown. On-site parking would be provided for the MSF employees. Please also see response to comment I15-8.

I15-13

Please see Final EIR, Section 1.9, for a summary of the public outreach effort that was conducted. Particular attention was paid to the residents of downtown, including direct mailing to property owners along the streetcar route.

2.5.16 Letter I16: Craig Larson

8/9/2016

City of Los Angeles Mail - Fwd: Traffic/safety streetcars

Comment Letter I16



Christine Shen <christine.shen@lacity.org>

Fwd: Traffic/safety streetcars

1 message

William Jones <william.jones@lacity.org>

Tue, Aug 9, 2016 at 7:04 AM

To: Christine Shen <christine.shen@lacity.org>

#31

----- Forwarded message -----

From: 'Craig Larson' via **ENG LA Street Car Project** <eng.lastreetcarproject@lacity.org>

Date: Mon, Aug 8, 2016 at 11:27 AM

Subject: Traffic/safety streetcars

To: eng.lastreetcarproject@lacity.org

I am most concerned about losing one lane of traffic to the bike lane and added congestion on 11th where my parking entrance/exit is. It seems we have two projects somewhat conflicting. Leaving residents in Luma and Elelven being most effected while also shouldering the first tier taxation. I16-1

We also have safety concerns over the visibility leaving our parking garage. There can be a blind spot when pulling which currently is cured by having a second lane. I16-2

Also will we be removing some bus traffic? It seems we have plenty of transportation in the area already. I understand the advantages of have a fixed track service. However, it seems overkill with all of the buses we currently contend. I16-3
Please feel free to contact me.

Craig Larson
1100 South Hope Street #401
Los Angeles, Ca 90015
213.359.2012
Craiglarson@aol.com

Sent from my iPhone

—
William Jones, M.A., M.S., E.I.T., R.E.P.A.
Environmental Management Group | Environmental Supervisor II
Bureau of Engineering | Department of Public Works
1149 So. Broadway, Suite 600, Los Angeles, CA 90015, MS-939
O: (213) 485-5760 | F: (213) 847-0656
william.jones@lacity.org



Response to Letter I16: Craig Larson

I16-1

Please refer to the Figueroa Streetscape Project MND, which addressed the transportation impacts of losing one lane of traffic and adding a bicycle lane along 11th Street. Regarding the transportation impacts of the Streetcar Project, as discussed in Draft EIR Section 3.10, the traffic analysis for the opening year (2020) and horizon year (2040), both with and without the Project, found that all the study intersections along 11th Street would be operating at an acceptable level of service during both the AM and PM peak hours. Also, the existing traffic circulation patterns along 11th Street would be maintained.

I16-2

The southernmost lane, which is currently used for parking and loading, would continue to be used for parking and loading. Existing sight lines should be maintained through the parking lane and would continue to provide a space for vehicles to pull out and look for oncoming traffic. It should also be noted that the road configuration changes being referred to in the comment are a result of the *MyFigueroa* project. These concerns have been brought to the attention of the *MyFigueroa* project team.

I16-3

The commenter is correct in that there is a large amount of bus service in downtown, including Metro, DASH, and local bus services. However, the existing bus service does not perform the same circulator role intended for the Project. The EIR Project Description identifies the lack of a centralized downtown transit route as one need that the proposed streetcar would fill (EIR, page 2-9). Please also see the response to comment I4-1, above.

2.5.17 Letter I17: Sheley Lee

8/9/2016

City of Los Angeles Mail - Fwd: DTLA Street Car Comments

Comment Letter I17



Christine Shen <christine.shen@lacity.org>

Fwd: DTLA Street Car Comments

1 message

William Jones <william.jones@lacity.org>
To: Christine Shen <christine.shen@lacity.org>

Tue, Aug 9, 2016 at 7:04 AM

#30

----- Forwarded message -----

From: **Sheley Lee** <sheleyilee@gmail.com>

Date: Sun, Aug 7, 2016 at 8:47 PM

Subject: DTLA Street Car Comments

To: eng.lastreetcarproject@lacity.org

Hello,

I am opposed to the street car project. As a resident, I think it's a half-baked idea for the following reasons:

- 1) The cost to build, operate and maintain is excessive and not good use of resources I I17-1
- 2) Owners of condos nearby should NOT be on the hook for any portion of the costs I I17-2
- 3) The speed is too slow for people to use frequently...not much faster than walking or biking. I I17-3
- 4) The one way route is not going to help people who want to go in the opposite direction of the route I I17-4
- 5) It will cause even more congestion than already exists on existing streets I I17-5
- 6) I don't want more congestion near my garage entrance during rush hour or special events. I I17-6

Best regards,

Sheley Lee

-

William Jones, M.A., M.S., E.I.T., R.E.P.A.
Environmental Management Group | Environmental Supervisor II
Bureau of Engineering | Department of Public Works
1149 So. Broadway, Suite 600, Los Angeles, CA 90015, MS-939
O: (213) 485-5760 | F: (213) 847-0656

william.jones@lacity.org

ENGINEERING



Response to Letter I17: Sheley Lee

I17-1

Pursuant to State CEQA Guidelines Section 15088(a) and Public Resources Code Section 21082.2(c), the commenter has not raised an environmental concern; argument, speculation, unsubstantiated opinion or narrative, or evidence of social or economic impacts that do not contribute to, or are not caused by, physical impacts on the environment is not considered substantial evidence.

I17-2

Please the responses to comments I4-4, I5-1, and I8-1, above.

I17-3

The EIR Speed Improvement Analysis predicts an approximate PM peak hour average streetcar speed of approximately 6 miles per hour, including time allotted for stops at intersections and pedestrian crossings, stops to pick up and drop off passengers, and roadway congestion (Draft EIR Appendix L, page 11). Six miles per hour is approximately two times faster than walking for the average person. Please also see the response to comment B5-3.

I17-4

As indicated in Chapter 4 of the Draft EIR, the Project's initial screening analysis incorporated an extensive number of potential combinations of alternatives that included routes on the same street, as suggested by the commenter. See Draft EIR pages 4-3 to 4-6. In fact, all alternatives, except for the No Project Alternative, include the Broadway/Hill Street couplet. Alternatives 1 and 2 include two-direction service on 1st Street from Broadway to Grand Avenue. Alternatives 2 and 4 include couplet service on 9th and 11th Streets. These alternatives and the analysis demonstrate that the Project and alternatives already include elements of the commenter's suggestion that return trips should occur on the same street or a block or two away. To the extent that the commenter suggests that the one-way route would not be helpful to a person going in the opposite direction, Draft EIR Section 4.3.3 analyzed and rejected this option. Please refer to response to comment S1-7.

I17-5

The Transportation Technical Study evaluated the transportation impacts of adding 39 vehicle trips to the roadway network during both peak hours and found that the majority of the 65 study intersections would be operating at acceptable levels of service when compared to the without Project condition. Depending on the alternative, three or fewer intersection locations have been identified as experiencing significant impacts. Also, the traffic circulation patterns would be maintained and travel along existing streets would be the same as in the without Project condition. Please see the response to comment I12-3, above.

I17-6

Please see the response to comment I11-5, above.

2.5.18 Letter I18: Mike Logan

8/9/2016

City of Los Angeles Mail - Fwd: DTLA Streetcar Comments

Comment Letter I18



Christine Shen <christine.shen@lacity.org>

Fwd: DTLA Streetcar Comments

William Jones <william.jones@lacity.org>
To: Christine Shen <christine.shen@lacity.org>

Tue, Aug 9, 2016 at 7:18 AM

#41

----- Forwarded message -----

From: **Mike L** <loganrunone@gmail.com>
Date: Mon, Aug 8, 2016 at 7:16 PM
Subject: DTLA Streetcar Comments
To: eng.lastreetcarproject@lacity.org

Thank you for the opportunity to provide my comments on the proposed streetcar project here in DTLA. As a lifetime resident of SoCal and DTLA for the last 5, I believe this project is absolutely needed. Anything that can be done to provide more options to transport the public is worthy of discussion.

I would have a question with respect to the options being considered. I did not attend any meetings on this project so please forgive my ignorance. A couple of points are below.

1) are there newer technologies that are more efficient and less costly in the long term other than the designs being proposed? I18-1

2) Another option could be to utilize one of the proposed routes but run motorized streetcars that burn clean and are smaller than the Metro buses. Basically taking the same space as the cable streetcar throughout the route but we don't have the huge implementation expense. It could be implemented in a much shorter time frame. I18-2

Well, those are my comments. Thank you again for the opportunity.

Warm Regards,

Mike Logan

Sent from my iPhone

—
William Jones, M.A., M.S., E.I.T., R.E.P.A.
Environmental Management Group | Environmental Supervisor II
Bureau of Engineering | Department of Public Works
1149 So. Broadway, Suite 600, Los Angeles, CA 90015, MS-939
O: (213) 485-5760 | F: (213) 847-0656
william.jones@lacity.org



Response to Letter I18: Mike Logan

I18-1

The Draft EIR assumes a standard overhead wire electrical propulsion system commonly used by other streetcar projects around the country and elsewhere in the world. As noted in Section 3.4 of the Draft EIR, there are no significant Energy impacts as a result of energy usage. Because California has very strict requirements for reducing dependence on fossil fuels and cutting greenhouse gas emissions, the power source for the streetcar is expected to be highly efficient.

I18-2

The Project would be run with electric propulsion, which is a clean energy source for the downtown environment. To the extent that the commenter suggests motorized streetcars smaller than Metro buses, Draft EIR Section 4.3.2 considered a Rubber-Tired Transportation Systems Management alternative.

2.5.19 Letter I19: William Lorton

8/8/2016

City of Los Angeles Mail - Fwd: Pro-Streetcar Comments

Comment Letter I19



Christine Shen <christine.shen@lacity.org>

Fwd: Pro-Streetcar Comments

William Jones <william.jones@lacity.org>
To: Christine Shen <christine.shen@lacity.org>

Fri, Aug 5, 2016 at 3:28 PM

#26

----- Forwarded message -----

From: 'William Lorton' via ENG LA Street Car Project <eng.lastreetcarproject@lacity.org>
Date: Thu, Aug 4, 2016 at 4:49 PM
Subject: Pro-Streetcar Comments
To: eng.lastreetcarproject@lacity.org

Hello:

My wife and three children have lived in the Luma building in South Park since it opened 2007. We have known for years that the streetcar has been planned to run on Hope Street just seven floors below our windows. (In fact, we had hoped it would be up and running by now.) We look forward to watching the streetcar from our house, to having easy access to it from our front door, and riding it around downtown. It is well known that the disassembly of the original LA streetcar system was one of the worst public policy blunders ever made in Los Angeles, and we look forward to this first step toward restoring an important component of a more rational transit future.

I19-1

William Lorton
1100 South Hope Street # 716
Los Angeles, CA 90015
wlorton@aol.com

Dear Luma Residents,

Let your voice be heard, send your comments regarding the DTLA Streetcar on or before August 8th by email to eng.lastreetcarproject@lacity.org and/or to:

City of Los Angeles
Department of Public Works
Bureau of Engineering
1149 S. Broadway, Suite 600
Los Angeles, CA 90015-2213
Attention: William Jones

—
William Jones, M.A., M.S., E.I.T., R.E.P.A.
Environmental Management Group | Environmental Supervisor II
Bureau of Engineering | Department of Public Works
1149 So. Broadway, Suite 600, Los Angeles, CA 90015, MS-939
O: (213) 485-5760 | F: (213) 847-0656
william.jones@lacity.org



<https://mail.google.com/mail/u/0/?ui=2&ik=472e77e9a5&view=pt&search=inbox&msg=1565cd23adb510c&siml=1565cd23adb510c>

1/2

Response to Letter I19: William Lorton

I19-1

The comment that William Norton supports the Project because the streetcar would improve transit access is acknowledged.

2.5.20 Letter I20: Robert Lu

8/4/2016

City of Los Angeles Mail - Fwd: Street Car Project

Comment Letter I20



Christine Shen <christine.shen@lacity.org>

Fwd: Street Car Project

William Jones <william.jones@lacity.org>
To: Christine Shen <christine.shen@lacity.org>

Wed, Aug 3, 2016 at 3:49 PM

Here is #20

----- Forwarded message -----

From: **Robert K. Lu** <robertklu@gmail.com>
Date: Wed, Aug 3, 2016 at 3:34 PM
Subject: Street Car Project
To: eng.lastreetcarproject@lacity.org

This is an awful project. I object to it. I20-1

—

William Jones, M.A., M.S., E.I.T., R.E.P.A.
Environmental Management Group | Environmental Supervisor II
Bureau of Engineering | Department of Public Works
1149 So. Broadway, Suite 600, Los Angeles, CA 90015, MS-939
O: (213) 485-5760 | F: (213) 847-0656
william.jones@lacity.org



Response to Letter I20: Robert Lu

I20-1

The commenter has expressed objection to the Project. This comment has been noted for the record. Pursuant to State CEQA Guidelines Section 15088(a) and Public Resources Code Section 21082.2(c), the commenter has not raised an environmental concern; argument, speculation, unsubstantiated opinion or narrative, or evidence of social or economic impacts that do not contribute to, or are not caused by, physical impacts on the environment is not considered substantial evidence.

2.5.21 Letter I21: Michael Parrett

Comment Letter I21

Restoration of Historic Streetcar Service in Downtown Los Angeles Comment Form Formulario de comentarios



| | |
|--|--------------------|
| Name | Nombre |
| Michael Parrett | |
| Organization | Organización |
| | |
| Address | Dirección |
| 1725 1717 1785 S Rimpson Blvd CA 90009 | |
| Telephone | Teléfono |
| 909 618-8099 | |
| Email | Correo electrónico |
| Michael.V.Parrett@live.com | |
| Comment | Comentario |

Why can't we use technology to eliminate additional costs by giving it a dedicated lane then having it @ntrolled remotely. | I21-1

Why ~~the~~ can't other impact studies for other nearby projects be used? ~~How~~ is air quality going to change from w/ these grant projects. | I21-2



Response to Letter I21: Michael Parrett

I21-1

A dedicated transit lane was considered but rejected in Section 4.4 of the Draft EIR. As stated there, only marginal further improvements in run times could be achieved with implementing the transit-only lane option, and reducing the number of stops would also only yield minor benefits. Implementing a transit-only lane would also limit driveway and parking access for some Broadway residents and businesses. A dedicated transit lane would also not decrease the capital costs significantly.

At this time the technology required for driverless vehicles operating in a busy downtown environment is not believed to be well enough developed to be reliably used by the streetcar. As the technology becomes sufficiently reliable and cost effective, its use may be considered.

I21-2

The Project requires discretionary approvals from the City of Los Angeles and therefore must comply with CEQA. The EIR has been prepared in compliance with CEQA and will be used by the City Council in its review of the Project and decision to approve, modify, or not approve the Project. The Wilshire Grand project was approved by the City of Los Angeles several years ago and the City has also certified its EIR. The Wilshire Grand project has a similar duty to comply with CEQA and the commenter is referred to that project's EIR for its independent analysis of potential air quality impacts.

2.5.22 Letter I22: Joseph Rank and Margarita Garcia

8/8/2016

City of Los Angeles Mail - Fwd: opposition to L.A. streetcar by Luma condominium residents

Comment Letter I22



Christine Shen <christine.shen@lacity.org>

Fwd: opposition to L.A. streetcar by Luma condominium residents

William Jones <william.jones@lacity.org>
To: Christine Shen <christine.shen@lacity.org>

Fri, Aug 5, 2016 at 3:32 PM

#28.

(Dont forget to forward these letters (22 to 28) to Gary Peterson, et al).

From: **Joe Rank** <joerank@acajoe.com>
Date: Fri, Aug 5, 2016 at 12:06 PM
Subject: opposition to L.A. streetcar by Luma condominium residents
To: "eng.lastreetcarproject@lacity.org" <eng.lastreetcarproject@lacity.org>
Cc: Margarita Garcia <mgarcia@acajoe.com>, Francis Langlois <flanglois@actionlife.com>

Dear Engineer,

My wife Margarita Garcia and I are the owners of a condominium in the Luma building at 11th and Hope. Luma has been the second most valued condominium in South Park, second only to the Ritz Carlton. Many of us, including myself, have paid well over 1 million dollars for our residences. Of course, that was when we thought we were buying a residence in downtown's most elegant and residential area, and before we knew there were plans to build a rail track and a high voltage power line next to our building.

The goal seems to be to bring people from downtown into LA Live and the convention center and adjoining commercial developments in our area. This is an invasion of our neighborhood's residential qualities.

The current plan will impede our main automobile transit route East to West down 11th street due to dedication of one lane for bicycles and leaving only one lane for autos and a trains. The south curbside will not be available for traffic because the sidewalk will need to jut out into the street where riders board the train. 11th street is a main thoroughfare for people going to events at Staples. How am I going to get home from work coming West on 11th street on those days when I have to take my car? I22-1

In synopsis:

1. The plan for a bicycle lane on 11th street should be cancelled. I22-2
2. Luma residents need to be able to make right and left turns on Hope Street I22-3
3. Luma residents need the ability for moving trucks to unload on 11th. I22-4
4. There should not be a train storage and maintenance lot located in our residential area. I22-4

Joseph Rank and Margarita Garcia
1100 South Hope Street

<https://mail.google.com/mail/u/0/?ui=2&ik=472e77e9a5&view=pt&search=inbox&msg=1565cd5d2cee26fc&siml=1565cd5d2cee26fc>

1/2

8/8/2016

City of Los Angeles Mail - Fwd: opposition to L.A. streetcar by Luma condominium residents

Apt. 1301

Los Angeles, California 90015

—

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william.jones@lacity.org



<https://mail.google.com/mail/u/0/?ui=2&ik=472e77e9a5&view=pt&search=inbox&msg=1565cd5d2cee26fc&siml=1565cd5d2cee26fc>

2/2

Response to Letter I22: Joseph Rank and Margarita Garcia

I22-1

Please refer to the Figueroa Streetscape Project Mitigated Negative Declaration (MND), which addressed the transportation impacts of losing one lane of traffic and adding a bike lane along 11th Street. Regarding the transportation impacts of the Streetcar Project, the traffic analysis for the opening year (2020) and horizon year (2040), both with and without the Project, found that all the study intersections along 11th Street are projected to be operating at an acceptable level of service during both the AM and PM peak hours. Also, the existing traffic circulation patterns along 11th Street would be maintained. Consequently, the Project would not cause increased congestion along 11th Street. Please see Draft EIR Tables 3.10-5 through 3.10-10 for these results.

I22-2

The bicycle lane planned for 11th Street is not a component of the Streetcar Project.

I22-3

The commenter is referred to the *MyFigueroa* project for information related to moving the loading area to the east side of the Luma/Elleven garage entrance. LADOT is aware of concerns of the Luma and Elleven residents. Please also see the responses to comments I11-5 and I15-8.

I22-4

The comment in opposition to an MSF is noted for the record. The Draft EIR does not identify a significant noise (Draft EIR Appendix I, page 1-5, Table 1-1) or vibration (Draft EIR Appendix I, page 1-8) impact predicted at the LUMA apartment building for either the 11th Street/Olive Street West site, which is no longer under consideration, or the 11th Street/Olive Street East site, which is more distant and is still being considered as a potential MSF location. The MSF site would be approximately 700 feet from the LUMA building. As analyzed in Section 3.8.3.9 of the Draft EIR, the Project would have no significant impacts as to land use plan consistency or land use compatibility.

2.5.23 Letter I23: Martin Serrano

Comment Letter I23

Petersen, Gary

From: William Jones <william.jones@lacity.org>
Sent: Thursday, July 07, 2016 7:15 AM
To: Petersen, Gary; Cariapa, Namrata
Cc: Reza Shahmirzadi
Subject: Fwd: LA Street Car Project

See comment letter #3, below

----- Forwarded message -----

From: Martin Serrano <pms.serrano@sbcglobal.net>
Date: Wed, Jul 6, 2016 at 5:05 PM
Subject: LA Street Car Project
To: eng.lastreetcarproject@lacity.org

I strongly oppose the LA Street Car project, as it will NOT benefit the current business owners of Downtown Los Angeles. We have been struggling for a few years dealing with street closures and lane deletion. I have been doing business in DTLA since 1978 and have seen the demise of our business and traffic flow. While we have supported with our business taxes the city, the city has focused on New Businesses only. We have also noted many unnecessary expenditures and projects that hurt the CURRENT business activity. What I mean by current, is the past and actual business people, not the ones that are coming to DTLA. I23-1

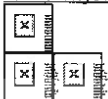
Martin Serrano

Joyas HEM

634 S Broadway

Los Angeles CA 90014

--
William Jones, M.A., M.S., E.I.T., R.E.P.A.
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Bureau of Engineering | Department of Public Works
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william.jones@lacity.org



Response to Letter I23: Martin Serrano

I23-1

The commenter expresses the opinion that the streetcar would not benefit current business owners, but does not provide any supporting information regarding for this statement. The commenter has not raised an environmental concern pursuant to State CEQA Guidelines Section 15088(a). Pursuant to Public Resources Code Section 21082.2(c), argument, speculation, unsubstantiated opinion or narrative, or evidence of social or economic impacts that do not contribute to, or are not caused by, physical impacts on the environment is not considered substantial evidence. With regard to the commenter's concern related to street closures and lane deletion, the streetcar would make use of existing street lanes and operations would not result in the deletion of any existing lanes.

2.5.24 Letter I24: John Targowski

8/8/2016

City of Los Angeles Mail - Fwd: YESSS

Comment Letter I24



Christine Shen <christine.shen@lacity.org>

Fwd: YESSS

1 message

William Jones <william.jones@lacity.org>
To: Christine Shen <christine.shen@lacity.org>

Fri, Aug 5, 2016 at 3:24 PM

#23

----- Forwarded message -----

From: **John Targowski** <jtargo@icloud.com>
Date: Thu, Aug 4, 2016 at 4:01 PM
Subject: YESSS
To: eng.lastreetcarproject@lacity.org

I live and work on 11th and hope and am a big fan of this street car project!!! I24-1

JOHN

John Targowski
Targowski Law Office, PLLC
1100 South Hope Street
Suite 103
Los Angeles, California 90015
P (310) 920 9177
F (424) 299 4915

—
William Jones, M.A., M.S., E.I.T., R.E.P.A.
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william.jones@lacity.org



Response to Letter I24: John Targowski

I24-1

The comment that John Targowski supports the Project is acknowledged.

2.5.25 Letter I25: Peter Toumasis

8/9/2016

City of Los Angeles Mail - Fwd: Streetcar

Comment Letter I25



Christine Shen <christine.shen@lacity.org>

Fwd: Streetcar

William Jones <william.jones@lacity.org>
To: Christine Shen <christine.shen@lacity.org>

Tue, Aug 9, 2016 at 7:08 AM

#36

----- Forwarded message -----

From: **PETER TOUMASIS** <toumasis33@me.com>
Date: Mon, Aug 8, 2016 at 4:06 PM
Subject: Streetcar
To: eng.lastreetcarproject@lacity.org

The Streetcar is a solution in search of a problem. There are already a variety of ways to navigate Downtown including walking, Metro Bicycles, DASH bus, Uber, and driving. Spending \$280M to go 3.2 miles is an expensive endeavor.

I25-1

The average speed will be 5 mph considering the entire loop will take 35-45min. People walk at 3-4 mph.

If the City wanted to build either the Streetcar or the My Figueroa bike lane, I wouldn't have an issue with that. Having both projects on 11th Street seems reckless.

I25-2

The My Figueroa project will convert one lane on 11th Street to a bicycle lane and increase the width of the sidewalks, therefore, 11th Street will become a one lane, one way street. That's an issue unto itself, however, add to this a Streetcar that is estimated to pass by every 7 min., additional traffic from the South Park population tripling in the next few years (according to SP BID), and 11th Street is going to become exponentially congested.

I25-2

I'm concerned about getting into and out our parking garage at LUMA. Reducing 11th Street to one lane creates traffic issues, especially if the Streetcar is stopped to pick up and drop off passengers, holding up any cars behind it.

I25-3

The other issue involves the Moving Trucks that park outside the 11th Street LUMA parking garage and the need to secure that space.

I25-3

We need to make right or left onto Hope St. because there's only one lane so waiting to turn will hold up cars behind you...including the Streetcar. Frankly, My Figueroa is a bigger issue than the Streetcar.

I25-4

Residents voted in 2012 for the Streetcar, that was four years ago and the population in the area has exploded since then. I think the City needs to bring the Streetcar vote up again to our new neighbors. There are thousands of them and it's only fair.

I25-4

William Jones, M.A., M.S., E.I.T., R.E.P.A.
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<https://mail.google.com/mail/u/0/?ui=2&ik=472e77e9a5&view=pt&search=inbox&msg=1566fa221f3d5897&siml=1566fa221f3d5897>

1/2

Response to Letter I25: Peter Toumasis

I25-1

Please see the responses to comments I4-1 and B5-3, above.

See response to comment I4-1. As stated in part in Section 2.3.1 of the Draft EIR, *Project Needs*, the streetcar is not intended to replace transportation options such as DASH, Metro, ride-sharing, walking, or bicycling, but to support and complement them, as well as allow for drivers to “park once” and rely on transit for trips within downtown rather than contributing further to congestion. DASH and Metro (along with other local transit services) provide a valuable service connecting communities within the region; streetcar service is intended to operate as a circulator within the exceptionally dense and transit-dependent downtown area, with the potential for future revisions—without service hour reductions—to DASH service that allow for improved frequency and/or access to communities outside of the proposed Project area (Draft EIR Statement of Need, pages 2-8 to 2-11; Draft EIR Project Objectives, page 2-12).

See response to comment B5-3. Streetcar speed would exceed that of a pedestrian. Pedestrian contribution to the vitality of downtown is acknowledged in many of the plans for improving the area.

Discussion of the funding approach for the Project is provided in the responses to comments I4-4, I5-1, and I8-1, above.

I25-2

Please refer to the Figueroa Streetscape Project MND, which addressed the transportation impacts of losing one lane of traffic and adding a bike lane along 11th Street and accounted for the streetcar project within the Figueroa Streetscape Project MND transportation impacts.

I25-3

Existing traffic circulation patterns along 11th Street would be maintained with the streetcar in operation. Both right and left turns from 11th Street onto Hope Street would be permitted. Please also note that 11th Street is a one-way westbound street in the vicinity of the LUMA site, and, during a green signal, all traffic movements (left, through, and right) operate at the same time.

Please refer to the Figueroa Streetscape Project MND that would convert spaces on 11th, to the east of the LUMA/Elleven alley and garage entrance, to loading zones in order to preserve easy access for moving vans and other loading needs for residents at these buildings.

Access to the LUMA parking garage would operate in the same manner as the without Project condition. Similar to what may occur in the present (pre-streetcar) condition, should congestion at the intersection of 11th Street and Hope Street become sufficiently severe due to unusually heavy traffic conditions, vehicles waiting for a green cycle could develop a queue that may temporarily block the driveway entrance noted in the comment, until the intersection clears. Such an occurrence may occasionally take place within downtown, as happens currently from time to time. Streetcar operations would not have an adverse effect on local traffic conditions at this intersection, as noted in the responses to comments I7-2 and I9-1, above.

I25-4

The commenter has not raised an environmental concern pursuant to State CEQA Guidelines Section 15088(a). Pursuant to Public Resources Code Section 21082.2(c), argument, speculation, unsubstantiated opinion or narrative, or evidence of social or economic impacts that do not contribute to, or are not caused by, physical impacts on the environment is not considered substantial evidence.

2.5.26 Letter I26: Don Ward

8/9/2016

City of Los Angeles Mail - Fwd: DEIR Broadway Street Car Public Comment

Comment Letter I26



Christine Shen <christine.shen@lacity.org>

Fwd: DEIR Broadway Street Car Public Comment

William Jones <william.jones@lacity.org>
To: Christine Shen <christine.shen@lacity.org>

Tue, Aug 9, 2016 at 7:05 AM

#32

----- Forwarded message -----

From: **Roadblock** <roadblock@midnightridazz.com>
Date: Mon, Aug 8, 2016 at 12:51 PM
Subject: DEIR Broadway Street Car Public Comment
To: "eng.laststreetcarproject@lacity.org" <eng.laststreetcarproject@lacity.org>

Dear William Jones

Im very concerned about the potential conflict that will arise due to street car tracks and bicycles. Rail tracks are a known hazard for cyclists that cause crashes. If the street car tracks are positioned on the right side of the street, where cyclists are asked by law to ride, this will increase crashed injury and even death. Please make sure to consider cyclists in the placement of the street car. Every effort should be made to keep bikes and the streetcar in different lanes, consider mitigation measures that can accomplish this and reduce the expected significant impact on bikes.

I
|
| I26-1
|

Thank you

-Don Ward

—
William Jones, M.A., M.S., E.I.T., R.E.P.A.
Environmental Management Group | Environmental Supervisor II
Bureau of Engineering | Department of Public Works
1149 So. Broadway, Suite 600, Los Angeles, CA 90015, MS-939
O: (213) 485-5760 | F: (213) 847-0656
william.jones@lacity.org



Response to Letter I26: Don Ward

I26-1

As is noted in the Draft EIR (see Table ES-2, page ES-45, and Section 3.10.3.3, page 3.10-37), the presence of streetcar track flangeways is recognized as a potential safety hazard to bicyclists using the same streets as the streetcar. This potential hazard is present in many streetcar systems. The analysis conducted for purposes of this EIR included review of a number of studies on the subject, including several in other countries. That review led to the development of Mitigation Measure MM-TRAF-01, which is described on page 3.10-59 of the Draft EIR. As shown in the description of the mitigation measure, the streetcar would clearly mark the locations where care needs to be observed, and bicyclists should also be cognizant of those locations, as well. The use of alternate routes, where feasible, should also be considered. Please also see the response to comment S1-8, above.

2.5.27 Letter I27: Donald Zucker

8/9/2016

City of Los Angeles Mail - Fwd: Streetcar concerns - DEIR response

Comment Letter I27



Christine Shen <christine.shen@lacity.org>

Fwd: Streetcar concerns - DEIR response

William Jones <william.jones@lacity.org>
To: Christine Shen <christine.shen@lacity.org>

Tue, Aug 9, 2016 at 7:10 AM

#39

----- Forwarded message -----

From: <dona1d.zucker@us.pwc.com>
Date: Mon, Aug 8, 2016 at 6:31 PM
Subject: Streetcar concerns - DEIR response
To: eng.lastreetcarproject@lacity.org, jose.huizar@lacity.org, Francis Langlois <flanglois@actionlife.com>

City of Los Angeles Dept. of Public works, Bureau of Engineering

1149 S. Broadway, Suite 600

Los Angeles, CA 90015-2213

Attention: William Jones

eng.lastreetcarproject@lacity.org

Dear Mr. Jones,

Streetcar Considerations

I am a resident of Luma, 1100 S. Hope St. 616, and although you have mentioned many of the environmental issues, I do not think you have taken into account all of the environmental impacts of the street car, especially as it relates to the residential buildings along 11th St. And many of those that you do mention will negatively impact the quality of life Luma residences currently live without the street car with no way to mitigate some of those concerns. We have had an informal vote among those living at Luma, with the majority opposed to the street car. Please contact Luma management and Luma board of trustees for more information on that vote.

The following are some of my concerns:

1. Impact to vehicular safety, especially obstruction to Luma / Elleven parking entrance and exit with the street car running on the south side next to our parking increases the probability of accidents. I 127-1
2. Increased traffic congestion on 11th St. with Streetcar stopping frequently (every 7 minutes during peak hours). Increased traffic density from new buildings will add to this congestion even without the streetcar and also increase the possibility of accidents from cars entering and leaving the building. I 127-2
3. There should not be a street car stop at 11th & Hope. The length of a street car, combined with a car or two in front of it waiting for the 11th St. light will back up the stopped street car across the entrance to Luma and Elleven parking entrance and exit impacting/blocking residence accesses. Impacted cars will be waiting on the street waiting for the street car to clear the parking access, further disrupting traffic flow. Too much congestion. Move it to Flower & Hope, where there are no residences on the south side of the street. I 127-3
4. Impact of the streetcar on safety to pedestrians and dogs, unless the street car makes noise, which would be another issue negatively impacting the tranquility of this residential neighborhood. I 127-4
5. Increased traffic hazards, deterioration in traffic capacity passing through at 11th St. intersections. I 127-5
6. Increased taxes for Luma /Elleven residents (and other residents on or close to the streetcar path) when it's businesses, the tourists and convention visitors that will benefit the most. The street car will never generate enough income to pay for itself, therefore perpetuating the need to extort individual taxpayers. If the businesses want to fund the street car, they can directly pay for it themselves instead of aligning with politicians to make residential property owners pay. Obviously this isn't an environmental impact – just another waste of taxpayer dollars. I 127-6

<https://mail.google.com/mail/u/0/?ui=2&ik=472e77e9a5&view=pt&search=inbox&msg=1566fa400bb9a91a&siml=1566fa400bb9a91a>

1/3

8/9/2016

City of Los Angeles Mail - Fwd: Streetcar concerns - DEIR response

7. Impact on air quality, especially during construction which will exceed air quality thresholds. [127-7]
8. Noise, especially at night not only from the streetcar but also the increase in people on 11th with a planned platform at 11th and Hope. The environmental impact doesn't seem to address the noise from people, especially intoxicated people in the evening, getting off at the planned 11th & Hope streetcar stop. How do you mitigate drunk people shouting at night thinking that no one hears them? This is primarily a residential block. Most of us work for a living, and need to sleep at a reasonable hour, and do not want to be disrupted by conventioners and partiers coming from either LA Live or the Broadway area getting off here and disrupting the immediate neighborhood. We already hear enough of it from the existing bars and restaurants nearby, along the street car path [127-8]
9. Noise from streetcar wheels squealing occurring at any time reaching residents along the path. Whether we keep our windows open or shut you will hear the annoying high pitched noise, and I do not think that the EIR has taken into account the negative impact on the quality of life of the residents along 11th St. Lawsuit to follow against the LA Streetcar, City and EIR consultant?? [127-9]
10. Negative visual impact along route / 11th St. with OCS wires, tracks and catenary poles. We will look out our windows or walk along the street and see this on a daily basis- its not attractive. [127-10]
11. Potential for increased light pollution and lighting spill at night, especially near platforms. [127-11]
12. There will be less parking on 11th St. and other streets along the route. [127-12]
13. EIR seems to state that nighttime construction will be allowed. Bad news and will disrupt the peace of the neighborhood. [127-13]
14. Bicycle safety impact [127-14]
15. Vibration impact – the EIR considered the impact to businesses (Disney, Colburn Hall), but not residences. I have stayed at hotels located on the loop in Chicago so I know what the noise and vibration impact can be like. [127-15]
16. The hours of operation are too late. 2:30 am on weekends and 12 midnight weekdays. This is too late for a residential community. People out after 10 or so (most LA Live events end around 10 or by 11) are most likely partying and drinking and will be loud and disruptive to the tranquility of the residences. [127-16]
17. The multiple use facility will introduce hazardous materials to downtown and would probably be an eyesore. [127-17]
18. Impact on the ability to turn left on Hope from 11th St. We need to be able to turn right and left as that is the way we leave the building given that 11th is a one way street. [127-18]
19. With all the increased traffic with more residences coming on line in the near future and without sufficient changes to the traffic infrastructure made by the City, the street car will not operate as quickly as anticipated, especially during rush hours and game times and endings at LA Live. The street cars will back up similar to the Dash buses do in busy traffic. [127-19]

Donald Zucker

1100 S. Hope St.

Los Angeles, CA 90015

donald.zucker@pwc.com



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PricewaterhouseCoopers LLP
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Executive Assistant: Renae Lindsay 213.217.3277

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2/3

8/9/2016

City of Los Angeles Mail - Fwd: Streetcar concerns - DEIR response

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william.jones@lacity.org



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3/3

Response to Letter I27: Donald Zucker

I27-1

Please see the responses to comments I7-2 and I11-4, above.

I27-2

Please see the response to comment I7-2, above.

I27-3

Recognizing the expressed concern, other sites for the streetcar stops along 11th have been considered; however, moving the stop from the 11th Street/Hope Street location would result in either a “bunching” of streetcar stops too close to one another or undesirable longer spacing between stops. As a part of the *MyFigueroa* project, the current northernmost travel lane on 11th Street will become a “mixing zone” for cars and bicycles; cars will be able to use this lane for passing the streetcar when it is stopped at the 11th Street/Hope Street station. Please see the response to comment I11-4, above.

I27-4

Regarding pedestrian safety, please see the response to comment I15-10. It is assumed that owners would be walking their dogs on leash and therefore would be responsible for the safety of their pets. Streetcar vehicle operators would be sounding audible warning devices (e.g., bells) as the vehicles approach station stops, as a safety feature. Regarding potential noise impacts of the streetcar, please see the detailed analysis provided in Section 3.9 of the EIR.

I27-5

Please see the response to comment I7-2, above.

I27-6

Please see the response to comments I4-4, I5-1, and I8-1, above.

I27-7

As is noted in Table 3.2-7 of the Draft EIR, regional construction emissions would not exceed South Coast Air Quality Management District (SCAQMD) impact significance thresholds. Regarding localized construction emissions, it is acknowledged in Table 3.2-8 of the Draft EIR that the SCAQMD daily impact significance thresholds would be exceeded for nitric oxide (NO), particulate matter 10 microns or less in diameter (PM₁₀) and 2.5 microns or less in diameter (PM_{2.5}), prior to applying mitigation measures. Section 3.2.4 of the Draft EIR prescribes Mitigation Measure MM-AQ-C1, which requires contractors to use cleaner-burning off-road construction equipment. Adherence to this Mitigation Measure is expected to reduce daily construction emissions of NO, PM₁₀, and PM_{2.5} to below the SCAQMD daily impact significance thresholds, as is shown in Table 3.2-13 of the Draft EIR.

I27-8

The streetcar operations noise analysis was conducted in full compliance with the FTA Guidance Manual. As shown in Table 3.9-2 (Draft EIR, page 3.9-4), a normal voice with the speaker's back to the listener at 3 feet is approximately 40–50 A-weighted decibels (dBA). As shown in Table 3.9-3, at 330 W. 11th Street, the day-night noise level (Ldn) at 25 feet is 66 dBA. With regard to noise at night, Table 3.9-4 shows that at 10 p.m. the one-hour equivalent noise level (Leq) is 62.9 dBA and at 11 p.m., 56.0 dBA. Considering the attenuation of noise with distance, and the fact that human voices fall within the range of ambient noise levels at 330 W. 11th Street during nighttime hours, noise generated by people would not cause a significant impact.

I27-9

Streetcar wheels would not squeal when the vehicle brakes to a stop. Squealing may occur when the streetcar operates along a curved track, which is discussed in Draft EIR Section 3.9. Wheel squeal is predicted to occur at Disney Hall and would be mitigated by the use of wheel dampers on the streetcar vehicles.

I27-10

Visual impacts associated with the wires, tracks, and catenary poles are not considered to be significant (see Draft EIR, Section 3.1, page 3.1-25). Although they may slightly change some views in some portions of the alignment, visual elements introduced by the Project are not considered significant for reasons described in Draft EIR Section 3.1, *Aesthetics*. Views to visual resources throughout the alignment can be had from a variety of positions, depending on the distance and angle of the viewer; furthermore, viewer sensitivity, which represents all viewer groups (residents, commuters, visitors, employees, etc.), is moderate overall.

I27-11

The proposed Project would add light when compared to existing conditions. However, due to the high existing ambient illumination levels, where light is currently emitted by buildings, signage, stoplights, vehicle traffic, etc., the proposed Project is not expected to result in significant impacts associated with light and glare, as described in Section 3.1, *Aesthetics*, of the Draft EIR, page 3.1-39. Mitigation Measure MM-AES-02 (see Draft EIR, page 3.1-57) has been recommended to further reduce impacts associated with light spill effects.

I27-12

As stated on page 3.10-20 of the Draft EIR, Appendix G of the State CEQA Guidelines was amended in 2010 to no longer require an analysis of parking as an environmental impact. Therefore, the effects related to parking were presented in the Draft EIR for informational purposes only. Most parking would be retained relative to the *MyFigueroa* baseline condition. It is anticipated that 6 of the 48 parking spaces on 11th Street would be removed (Draft EIR Appendix J, page 133). Please see also the response to comment I15-12, above.

I27-13

Refer to the noise and vibration discussion in Section 3.9 of the Draft EIR. Construction of the Project has the potential to result in temporary increases in local noise levels during nighttime construction

along the Project alignments. The City of Los Angeles Noise Ordinance allows construction only between 7 a.m. and 9 p.m. on weekdays and between 8 a.m. and 6 p.m. on Saturdays, unless a variance is obtained. Furthermore, mitigation measures such as MM-NV-C1 (The contractor shall limit nighttime construction activities [during the hours from 10 p.m. to 7 a.m.] to generate lower noise levels, which may include, but not be limited to, concrete pouring, field welding, and underground utility work) are recommended to address these noise impacts during construction.

I27-14

Please refer to response to comment S1-8 and S1-9.

I27-15

The predicted vibration levels are based on the speed of the streetcar, type of track work, and distance to the vibration-sensitive receiver. The predicted vibration levels are compared to the FTA impact thresholds for residential land uses to assess impacts and determine if mitigation measures would be required. A summary of the vibration impact assessment for the residences along the proposed Project alignments is presented in Table 3.9-15 of the Draft EIR. No vibration impacts are predicted at any of the residences along the Project alignments.

I27-16

The hours of operation studied in the EIR are presented as an “outside envelope” that represents the earliest and latest possible hours of operation. At this time, the actual hours of operation are not established. However, it is not expected that late-night, convention-going streetcar users would enter or exit at a streetcar stop near 11th Street and Hope Street because this is not the closest stop to the Convention Center or Staples Center. Noise impacts of streetcar operations are analyzed in Draft EIR Section 3.9.

I27-17

Refer to Section 3.7 of the Draft EIR for a discussion of the hazards and hazardous materials impacts of streetcar operations.

Refer to Section 3.1 of the Draft EIR for a discussion on the aesthetics related to MSF sites. Should the 11th Street/Olive Street East or the Broadway/2nd Street MSF site be ultimately selected, all aspects of its development, construction, and operation would be conducted to produce an MSF that is compatible with its surroundings. In particular, appropriate measures and design considerations would be applied.

I27-18

Please see the response to comment I11-2, above.

I27-19

Please see the response to comment B5-3, above.

2.5.28 Letter I28: Ranjini Zucker

8/9/2016

City of Los Angeles Mail - Fwd: DTLA Streetcar project CONCERNS and the EIR

Comment Letter I28



Christine Shen <christine.shen@lacity.org>

Fwd: DTLA Streetcar project CONCERNS and the EIR

William Jones <william.jones@lacity.org>
To: Christine Shen <christine.shen@lacity.org>

Tue, Aug 9, 2016 at 7:16 AM

#40

----- Forwarded message -----

From: **Ranjini Zucker** <ranjinizucker@gmail.com>
Date: Mon, Aug 8, 2016 at 6:41 PM
Subject: DTLA Streetcar project CONCERNS and the EIR
To: eng.lastreetcarproject@lacity.org

Please note the following items needs to be taken into account before approving the EIR and the Street car project.

1. 11th street gets very crowded during game days and street traffic will be horrific mitigation measures are not viable because traffic has a significant negative impact with additional residences being built in South Park. I28-1

2. How is Metro going to pay for operations and maintenance? What is funding profile of this project? Any additional tax will drive people to move out of downtown and Los Angeles County.. I28-2

3. Why are only the residents in the path of the street care are paying additional taxes when businesses are the beneficiaries? I28-3

4. Getting in and out of parking lots on 11th street is already hazardous it will be horrendous with the street car on game days, especially from Luma and 11th Lofts(about 400 residential units with at least 1 car per unit in total) situated on 11th street where the parking space at the entrance to the Parking Garage is already blocking drivers' view of the oncoming traffic- primed for accidents. What is the mitigation measure while the street car is running to avoid accidents while the cars are trying to get out of the Parking Garage? Was there a traffic study done? Safety is a major concerns and street car stops, if added near Hope and 11th as an alternative is an accident waiting to happen- cars/pedestrian/bikes/street car drop off (in/out) collision is inevitable and traffic pattern(left turns/right turns) on a one-way street is problematic and what are the safety measures? I28-4

5. Please review how other urban planners and Cities have decided that street cars are not a viable proposition.. Please review these recent development and studies on street car projects. I28-5

Why streetcars are losing their appeal as a mass transit option, see link below.

<https://www.minnpost.com/politics-policy/2015/04/why-streetcars-are-losing-their-appeal-mass-transit-option>

6. Improve the Dash transit which is the most efficient, well served and works adequately but the schedules needs to be extended. I28-6

7. Is there a verifiable and enough ridership or will The City end up subsidizing the cost of operations and ridership? I28-7

<https://mail.google.com/mail/u/0/?ui=2&ik=472e77e9a5&view=pt&search=inbox&msg=1566fa9baa169f5e&siml=1566fa9baa169f5e>

1/2

8/9/2016

City of Los Angeles Mail - Fwd: DTLA Streetcar project CONCERNS and the EIR

8. Limited miles the street covers is walkable and especially at a time the City is encouraging Active Transportation, walkability and biking and redesigning streets to provide bike lanes. Is there a need for a street car to cover such a small area that is walkable? Walking public is an incentive for business as they would stop and go in. 128-8

Please don't ruin the beautiful City with a Street car that is costly, unnecessary, covers very little distance, and cost prohibitive.

Thank you for your consideration.

Sincerely,

Ranjini Zucker

1100 S, Hope street

Los Angeles, CA 90015

—
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<https://mail.google.com/mail/u/0/?ui=2&ik=472e77e9a5&view=pt&search=inbox&msg=1566fa9baa169f5e&siml=1566fa9baa169f5e>

2/2

Response to Letter I28: Ranjini Zucker

I28-1

Please see the response to comment I7-2, above.

I28-2

Please see the responses to comments I4-4, I5-1, and I8-1, above.

I28-3

Please see the responses to comments I4-4, I5-1, and I8-1, above.

I28-4

Regarding the comment about parking garage access, please see the response to comment I11-4, above. Regarding the questions about transportation safety, please see Draft EIR Sections 3.10.3.3 and 3.10.5.3.

I28-5

More successful streetcars include Portland, Oregon, which built its first streetcar approximately 15 years ago, and Kansas City, which completed its streetcar project in mid-2016. Given the transit-dependent nature of much of downtown's population, including many mobility-impaired residents who would benefit from level-floor boarding provided by streetcars, along with future projections of residential and employment growth, the Streetcar Project is intended to satisfy the Project Objectives listed in Section 2.3.2 of the Draft EIR.

I28-6

One of the key elements of the Project's purpose and need (see Chapter 2) is to assist in the effort to revitalize downtown's historic buildings. Restoring streetcar service would be consistent with the character of the historic portions of downtown that once had such complementary transit service as part of the urban landscape. The sense of permanency that would be provided by a fixed-rail transportation mode would be a substantial commitment to the continued focus on downtown's historic core as an integral part of the downtown image.

I28-7

Ridership estimates were calculated using the FTA's STOPS ridership model, and can be found on page 2-34 of the EIR. Daily ridership estimates for 2020 range from 3,851 for the 9th Street Alternative without the Grand Avenue Extension, to 5,773 for the 9th Street Alternative with the Grand Avenue Extension. Like other transit services throughout the country, the streetcar would require an operating subsidy. The amount of subsidy would depend on many factors, including ridership, fare amounts, and driver wages, among others.

I28-8

See response to comment I4-1 regarding Project Needs in part in Section 2.3.1 of the Draft EIR, Pedestrian contribution to the vitality of downtown is acknowledged in many of the plans for

improving the area. Land Use and Planning (Section 3.8) of the Draft EIR clearly calls attention to the importance of pedestrians to the vitality of the downtown environment. Please see Section 3.8.1.3, *Central City Community Plan, Bunker Hill Specific Plan, Broadway Streetscape Master Plan, and Broadway Theater and Entertainment District Design Guide* discussions.

2.6 Public Hearing

2.6.1 Comment PH1: David Brown

Comment PH-1

| | |
|-------|--|
| | 21 |
| PH1-1 | <p>1 night it is jammed with traffic coming up. It takes -- I 2 timed it. It takes over an hour to go from -- to go 3 about 12 blocks to the freeway. 7th Street, which you 4 say you're considering, is the same thing. It's a major 5 artery for buses. We have a great system here already 6 called the Dash, which hardly any local residents use 7 anyway, and I haven't seen any tourists riding because 8 tourists walk around. 9 And this thing doesn't seem to go anywhere. 10 It's like being in Disneyland. It just drives around in 11 a little circle and we look around. And you talk about a 12 billion dollars in your original report of economic 13 activity. Wow, people are going to rush to L.A. to ride 14 on a streetcar that's probably made in Japan or Germany. 15 To see what? It's going down Broadway. It's just a 16 street full of stores that are full of crap. No one is 17 going to sit in traffic looking at all these stores. 18 People are going to get off and walk. Originally, in the 19 original report, they said that the traffic speed of the 20 streetcar would be about two and a half miles an hour. 21 Now you conveniently increased it to six or even 30 miles 22 an hour. That would be very interesting. I've never 23 been able to see, walking up 7th or walking down 24 Broadway, walking any of these streets, traffic moving 25 more than five or six miles an hour. People can get off</p> |
| PH1-2 | |
| PH1-3 | 22 |
| | <p>1 and walk, and that's what I do sometimes. I ride the 2 buses. I have a car, but I hardly ever use it. I ride 3 the buses and I know. Sometimes I'm getting off because 4 I can walk faster. Maybe at 2:00 in the morning there'll 5 be traffic -- there'll be no traffic and you can travel 6 at 30 miles an hour. I doubt it. And you're telling me 7 you're going to drive these things at 30 miles an hour 8 down these streets? You're crazy. Even the Expo Line 9 and the Gold Line is not allowed to run that speed when 10 it's going through out to Pasadena or out to USC. 11 There's a speed restriction of 20 miles an hour. There 12 are certain things -- 13 MR. SHAHMIRZADI: Time. 14 MR. BROWN: -- that I've read here. I'm sure my two 15 minutes is up; right? 16 MR. SHAHMIRZADI: Yes. 17 MR. BROWN: Okay. I've got a list of this stuff. 18 This project is ridiculous and it's a white elephant and 19 we the taxpayers living in the city will be paying for it 20 forever. 21 MR. ELGAS: Thank you. 22 MR. SHAHMIRZADI: Thank you. 23 MR. TANGRI: Thank you, Mr. Brown. 24 Next, David -- is it Elgas, E-l-g-a-s? 25 MR. ELGAS: Yeah. So this is my third time at one of</p> |
| PH1-4 | |

Response to Comment PH1: David Brown

PH1-1

See response to comment I4-1.

PH1-2

The growth-inducing impacts of the streetcar are analyzed in Section 5.2 of the Draft EIR. There it is stated that “The Project would provide a transit amenity that emphasizes short-distance daily trips, which would be an amenity serving reasonably foreseeable growth within downtown Los Angeles. The Project could contribute to residential and commercial development in the area, but as noted in Section 5.1.9.1, the amount of potential growth attributable to the Project would be too speculative to determine.”

PH1-3

The average speed of approximately 6 miles per hour reported in the EIR is during the PM peak hour, which is the most congested time of day (Draft EIR Appendix L, page 1). It is anticipated that the speed of the streetcar would be higher during other times of day. The speeds reported in the EIR are time-competitive with other modes, including cars, which are also affected by downtown congestion. Some residents, visitors, and workers would choose to walk or bike rather than take the streetcar, just as they currently do rather than take the bus or drive. As ridership estimates and the experiences of other cities have shown, however, there is a sizable demand for the added convenience, comfort, and predictability of a fixed-rail service. Please also see the response to comment B5-3.

PH1-4

The commenter has not raised any environmental concern pursuant to State CEQA Guidelines Section 15088(a). Pursuant to Public Resources Code Section 21082.2(c), argument, speculation, unsubstantiated opinion or narrative, or evidence of social or economic impacts that do not contribute to, or are not caused by, physical impacts on the environment is not substantial evidence.

2.6.2 Comment PH2: Ben Gary

Comment PH-2

PH2-
1

26

1 That seems to be my nature. I actually am very in favor
2 of the streetcar, so I'll start. I'll be the positive
3 one. If David and the other gentleman want to attack,
4 feel free, but I think it's a great idea.

5 I think my preference would be, my comment would
6 be, take it down 7th Street so that if you want to
7 ride it -- I would ride it quite a bit. I also walk a
8 lot like David does.

9 David, I don't know if you noticed my three
10 motorcycles in the garage. Yeah? I ride motorcycle.
11 Have you noticed my two bicycles in the garage? I have
12 one of them here tonight. So I ride bicycle. I ride
13 motorcycle. I ride scooter. I walk. I run. I don't
14 ride the bus. I think bus is pointless because bus is
15 you're subject to the same traffic pattern as the car, so
16 I get really -- I'm already riding the Expo to
17 Santa Monica; hop on my bike on the bus and I can ride up
18 and down the beach. So rail to me is a lot smarter than
19 bus because when I'm sitting in a bus and I'm sitting in
20 traffic, I'd be just like David here. I'd be getting off
21 the bus and walking. So I think light rail, streetcar,
22 is a great idea. I like the idea of going up 7th Street
23 because you can -- if you want to ride it in proximity,
24 there's obviously a lot of restaurants on 7th and if you
25 want to ride it in proximity to other things that's

Response to Comment PH2: Ben Gary

PH2-1

The comment that Ben Gary supports the 7th Street Alternative is acknowledged.

2.6.3 Comment PH3: Curtis Gibbs

Comment PH-3

28

1 on this project from inception to the time that the State
2 shut the Redevelopment Agency down to unwind it and I
3 just want to indicate it is actually remarkable that over
4 a ten-year period we're able to take an idea that a group
5 of people had promoted here early on, to take it through
6 every single one of these steps; and over the course of
7 time, there's been actually many public discussions and
8 opportunities to meet with various consulting teams, to
9 meet with the nonprofit. There's been activity relative
10 to the formation of the Community Facilities District.
11 So there's been lots of opportunities to discuss the
12 project and that actually the project itself will be even
13 further discussed.

14 But one of the major -- the great things about
15 the streetcar project is that it really is a mobility
16 issue and what Ford Witstar (phonetic) had noticed was
17 the number of seniors that starting making use of it
18 because it's very easy to get onto the streetcar. You
19 probably all notice buses going by seniors waiting or
20 people in wheelchairs at bus stops, and so this is a
21 very, very easy on and off. It's going to continue to
22 transform Broadway and finish it off and they say it will
23 be one of the major success stories of downtown. In
24 fact, in some ways, it will be one of the legacies of the
25 Redevelopment Agency left to the city. Thank you.

PH3-
1

Response to Comment PH3: Curtis Gibbs

PH3-1

The comment that Curtis Gibbs supports the Project because it will provide accessibility and connectivity especially to senior citizens and people in wheelchairs in downtown Los Angeles is acknowledged.

Chapter 3

Clarifications and Modifications

This chapter of this Final EIR contains modifications to the Draft EIR based on minor corrections to formatting or grammar, and to address or clarify comments received from the public. No clarifications or modifications have been made to the Draft EIR that would add a new significant unmitigated impact or a substantial increase in the severity of an impact already analyzed. This chapter is organized into sections that correspond to the section headings in the Draft EIR and contain a list of the modifications that were made to these sections. Changes to the text are shown with deletions ~~struck~~ and additions underlined.

The Draft EIR section headings that include modifications are as follows.

3.1 Executive Summary

Executive Summary, Section ES.7.2, Alternatives 2, 3, 4, and 5, Table ES-1, Summary of Construction Period Environmental Impacts, is corrected as shown on the following pages.

Executive Summary, Section ES.7.2, Alternatives 2, 3, 4, and 5, Table ES-2, Summary of Operation Period Environmental Impacts, is corrected as shown on the following pages.

Executive Summary, Section ES.7.2, Alternatives 2, 3, 4, and 5, Table ES-3, Summary of Cumulative Environmental Impacts, is corrected as shown on the following pages.

Table ES-1. Summary of Construction Period Environmental Impacts^{a,b}

| Impact/Description | Alternative | Significance Prior to Mitigation | Mitigation/Description | Impact Significance After Mitigation |
|---|---|----------------------------------|---|--------------------------------------|
| 3.1 Aesthetics | | | | |
| <p>Visual contrast with existing features. Construction activities and equipment would contrast with existing features, but such contrast would be transitory and temporary.</p> | <p>Alt 2, 3, 4, & 5. MSF 1, 2, 3, & 4</p> | <p>LTS</p> | <p>MM-AES-C1: Construction Staging/Stockpiled Materials and Equipment. Under the direction of the LABOE, the construction contractor shall be the responsible party for providing temporary construction fencing along the periphery of active construction areas to screen as much of the construction activity as possible from view at the street level.</p> <p>To minimize views of stockpiled materials and idled construction equipment in staging areas and to reduce visual clutter and disorder, consistent with Bureau of Engineering Master Specification Environmental Control Measures, project construction staging areas shall be enclosed or screened from view at the street level with appropriate screening materials. The contractor shall provide daily visual inspections to ensure that the immediate surroundings of construction staging areas are free from construction-related clutter and graffiti and maintain the areas in a clean and orderly manner throughout the construction period. Graffiti shall be promptly painted over, masked out, or cleaned off. Routine sidewalk and window washing to remove dust generated by construction shall be scheduled weekly. LABOE, through the construction contractor per bid specifications, shall be the responsible party. Enforcement shall be achieved through the DPW Contract Administration Bureau Construction</p> | <p>LTS</p> |

^a NI = No Impact, LTS = Less Than Significant, PS = Potentially Significant, S = Significant, SU = Significant and Unavoidable

^b MSF 1 = Broadway and 2nd Street, MSF 2 = Hill Street and 5th Street, MSF 3 = 11th Street and Olive Street (East), MSF 4 = 11th Street and Olive Street (West)

Table ES-1. Summary of Construction Period Environmental Impacts^{a,b}

| Impact/Description | Alternative | Significance Prior to Mitigation | Mitigation/Description | Impact Significance After Mitigation |
|---|------------------------------------|----------------------------------|--|--------------------------------------|
| | | | Inspector. <u>MM-AES-C2: Nighttime Construction Activities. Should construction activities with associated lighting occur during nighttime, the City shall ensure that lighting will be directed away from surrounding sensitive land uses and toward the specific location intended for illumination. Lighting associated with construction activities and security purposes shall be shielded to minimize the production of glare and spill light around sensitive land uses in the surrounding area. LABOE, through the construction contractor per bid specifications, shall be the responsible party. Enforcement shall be achieved through the DPW Contracts Administration Bureau Construction Inspector.</u> | |
| <p>Contribution to area’s aesthetic value. Project construction would not contribute to the area’s aesthetic value, because construction elements and activities could adversely affect the visual quality or character of the immediate area. These effects would be temporary and transitory.</p> | Alt 2, 3, 4, & 5. MSF 1, 2, 3, & 4 | LTS | <p>None required. <u>MM-AES-C1</u> MM-AES-C3: Tree Removal/Relocation. Should mature trees, as well as younger trees (with trunk diameters of 5 inches or less) be trimmed or removed, the proposed Project would comply with the <i>City of Los Angeles Tree Preservation Ordinance</i> and <i>Tree Preservation Policy</i>. City policy requires all tree removals be replaced on a 2:1 basis for street trees and 4:1 basis for protected private property trees. No protected trees were identified throughout the proposed alignment and at the potential MSF siting locations. Replacement trees would be placed as near their original locations as possible. Alternative methods and options to</p> | LTS |

^a NI = No Impact, LTS = Less Than Significant, PS = Potentially Significant, S = Significant, SU = Significant and Unavoidable

^b MSF 1 = Broadway and 2nd Street, MSF 2 = Hill Street and 5th Street, MSF 3 = 11th Street and Olive Street (East), MSF 4 = 11th Street and Olive Street (West)

Table ES-1. Summary of Construction Period Environmental Impacts^{a,b}

| Impact/Description | Alternative | Significance Prior to Mitigation | Mitigation/Description | Impact Significance After Mitigation |
|---|------------------------------------|----------------------------------|--|--------------------------------------|
| | | | removal, such as trimming, would be explored prior to considering potential tree removal. The Project's compliance with the <i>City of Los Angeles Tree Preservation Ordinance</i> and <i>Tree Preservation Policy</i> would ensure that any street trees slated for removal would be planted at or near their original locations at 2:1 ratios. Removal or relocation of protected trees, under the City's <i>Tree Preservation Ordinance</i> , requires a permit from the Board of Public Works. A protected tree report must be submitted to the Board of Public Works to apply for a tree removal permit. Before a Special Habitat Value tree, as defined by the City's <i>Tree Preservation Policy</i> , is pruned, damaged, relocated, or removed, recommendations from Department of Recreation Parks staff arborists Public Works, Bureau of Street Services, Urban Forestry Division must be obtained. The <u>Urban Forestry Arborist Division</u> makes a recommendation to the General Manager <u>Board of Public Works</u> for removal. The General Manager or designee <u>Board of Public Works</u> must make the final approval before the trees(s) can be removed. | |
| Applicable guidelines and regulations. Construction of the project would comply with all applicable guidelines and regulations as per the construction specifications. | Alt 2, 3, 4, & 5. MSF 1, 2, 3, & 4 | LTS | None required. <u>MM-AES-C1</u> <u>MM-AES-C2</u> <u>MM-AES-C3</u> | LTS |
| Nature and quality of recognized or valued views. Construction activities and the presence of construction equipment could adversely | Alt 2, 3, 4, & 5. MSF 1, 2, 3, & 4 | LTS | None required. <u>MM-AES-C1</u> | LTS |

^a NI = No Impact, LTS = Less Than Significant, PS = Potentially Significant, S = Significant, SU = Significant and Unavoidable

^b MSF 1 = Broadway and 2nd Street, MSF 2 = Hill Street and 5th Street, MSF 3 = 11th Street and Olive Street (East), MSF 4 = 11th Street and Olive Street (West)

Table ES-1. Summary of Construction Period Environmental Impacts^{a,b}

| Impact/Description | Alternative | Significance Prior to Mitigation | Mitigation/Description | Impact Significance After Mitigation |
|---|------------------------------------|---|---|---|
| affect the visual quality or character of views from and within the immediate area encompassing the project site. These effects would be temporary and transitory. | | | <u>MM-AES-C2</u> <u>MM-AES-C3</u> | |
| Obstruction. Project construction would result in the temporary, minor diminution and/or partial obstruction of views in the immediate project vicinity. These effects would be temporary and transitory. | Alt 2, 3, 4, & 5. MSF 1, 2, 3, & 4 | LTS | None required. <u>MM-AES-C1</u> <u>MM-AES-C2</u> <u>MM-AES-C3</u> | LTS |
| Effects on recognized views from transportation corridors. Project construction would result in temporary obstructions of views along lengths of public roadways. These effects would be temporary and transitory. | Alt 2, 3, 4, & 5. MSF 1, 2, 3, & 4 | LTS | None required. <u>MM-AES-C1</u> <u>MM-AES-C2</u> <u>MM-AES-C3</u> | LTS |

^a NI = No Impact, LTS = Less Than Significant, PS = Potentially Significant, S = Significant, SU = Significant and Unavoidable

^b MSF 1 = Broadway and 2nd Street, MSF 2 = Hill Street and 5th Street, MSF 3 = 11th Street and Olive Street (East), MSF 4 = 11th Street and Olive Street (West)

Table ES-1. Summary of Construction Period Environmental Impacts^{a,b}

| Impact/Description | Alternative | Significance Prior to Mitigation | Mitigation/Description | Impact Significance After Mitigation |
|---|--|----------------------------------|--|--------------------------------------|
| 3.3 Cultural | | | | |
| <p>Paleontological resources. The project area has been heavily disturbed by past construction activities; project construction activities are unlikely to encounter significant resources. Excavation occurring at depths below five feet may encounter older Quaternary deposits or the Fernando Formation, which may contain paleontological resources.</p> | <p>Alt 2, 3, 4, & 5. MSF 1, 2, 3, & 4 TPSS</p> | <p>LTS</p> | <p>MM-CUL-C2: <u>If discovery is made of items of paleontological interest, the Contractor shall immediately cease excavation in the area of discovery and shall not continue until ordered by the Engineer. When resumed, excavation operations within the area of discovery shall be as directed by the Engineer. Discoveries which may be encountered may include, but not be limited to, dwelling sites, stone implements or other artifacts, animal bones, human bones, and fossils.</u></p> <p>If excavations for the Project take place at depths greater than five feet, these excavations shall be monitored on a fulltime basis by a qualified paleontological monitor. Monitoring may be reduced if excavations below a depth of five feet are determined to be in artificial fill materials, or if some of the potentially fossiliferous units described herein are determined upon exposure and examination by qualified paleontologic personnel to have low potential to contain fossil resources.</p> <p>The paleontologic monitors shall be equipped to salvage fossils if they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. The monitor shall have authority to temporarily divert excavation or grading away from exposed fossils in order to professionally and efficiently</p> | <p>LTS</p> |

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^b MSF 1 = Broadway and 2nd Street, MSF 2 = Hill Street and 5th Street, MSF 3 = 11th Street and Olive Street (East), MSF 4 = 11th Street and Olive Street (West)

Table ES-1. Summary of Construction Period Environmental Impacts^{a,b}

| Impact/Description | Alternative | Significance Prior to Mitigation | Mitigation/Description | Impact Significance After Mitigation |
|---|---|----------------------------------|--|--------------------------------------|
| | | | <p>recover the fossil specimens and collect associated data. All efforts to avoid delays in project schedules shall be made. 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.</p> <p>Fossils collected, if any, shall be transported to a paleontological laboratory for processing where they 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 (such as the Natural History Museum of Los Angeles County).</p> <p>Following analysis, a Report of Findings with an appended itemized inventory of specimens shall be prepared. The report and inventory, when submitted to the appropriate lead agency along with confirmation of the curation of recovered specimens into an established, accredited museum repository, shall signify completion of the program to mitigate impacts on paleontological resources.</p> | |
| 3.5 Geology | | | | |
| <p>Erosion. During construction, some erosion and a temporary reduction in soil stability may occur, particularly on steep grades. (e.g., along 1st Street). Adherence to regulatory requirements would ensure that proper soil</p> | <p>Alt 2, 3, 4, & 5. MSF 1, 2, 3, & 4</p> | <p>LTS</p> | <p>RCM-GEO-1: Requirements under the National Pollutant Discharge Elimination System (NPDES) permit process shall be followed, including preparation of a Stormwater Pollution Prevention Plan (SWPPP) that incorporates Best Management Practices (BMP).</p> | <p>LTS</p> |

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^b MSF 1 = Broadway and 2nd Street, MSF 2 = Hill Street and 5th Street, MSF 3 = 11th Street and Olive Street (East), MSF 4 = 11th Street and Olive Street (West)

Table ES-1. Summary of Construction Period Environmental Impacts^{a,b}

| Impact/Description | Alternative | Significance Prior to Mitigation | Mitigation/Description | Impact Significance After Mitigation |
|---|-------------------------------------|----------------------------------|--|--------------------------------------|
| stability is maintained. | | | | |
| 3.8 Land Use | | | | |
| <p>Land Use Compatibility. Construction would occur with the public street rights-of-way or on one of four MSF sites under consideration, and therefore would not divide, isolate, or substantially disrupt a community or neighborhood Temporary loss of on-street parking and impairment of access to businesses would occur during construction. One business (Guadalupe Wedding Chapel) and one vacant business are located on MSF 1, 2, 3, & 4, and ongoing parking lot businesses are located on all four MSF sites. Acquisition of any of the four MSF sites would require displacement of the affected parking lot businesses. If MSF 1, 2, 3, & 4 were to be chosen, the Guadalupe Wedding Chapel business would also be displaced. Compensation to the property owner and business operator(s), and relocation assistance would be provided.</p> | Alt 2, 3, 4, & 5. MSF 1, 2, 3, & 4 | LTS | <p>RCM-LU-C1: Business Access and Signage. The construction contractor shall provide signs for businesses whose frontage is obstructed by construction work indicating that the business is open during construction, and provide information regarding access to the business.</p> | LTS |
| | MSF 1, 2, 3, & 4 | LTS | <p>RCM-LU-C2: Business Displacement. Proposed displacement of the Guadalupe Wedding Chapel and any other businesses subject to displacement as a result of the Project would occur in accordance with applicable laws and regulations, including the <i>Uniform Business Relocation Assistance and Real Property Acquisition Policies Act of 1970</i>, as mentioned. If MSF 1, 2, 3, & 4 were to be chosen, the business would also be displaced. Compensation to the property owner and business operator(s), and relocation assistance would be provided.</p> | LTS |
| 3.10 Transportation and Traffic | | | | |
| <p>Intersection Capacity. Intersections would experience deterioration in performance due to project construction activities. Adherence to</p> | Alt 2, 3, 4, & 5. MSF 1, 2, 3, & 4. | LTSPS | <p>MM-TRAF-C1: Develop a Construction Traffic Management Plan. The Los Angeles Department of Transportation shall develop and implement a Traffic</p> | LTS |

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^b MSF 1 = Broadway and 2nd Street, MSF 2 = Hill Street and 5th Street, MSF 3 = 11th Street and Olive Street (East), MSF 4 = 11th Street and Olive Street (West)

Table ES-1. Summary of Construction Period Environmental Impacts^{a,b}

| Impact/Description | Alternative | Significance Prior to Mitigation | Mitigation/Description | Impact Significance After Mitigation |
|---|--------------------|---|--|---|
| Mitigation Measures will lessen the impacts. | | | <p>Management Plan (TMP) to reduce construction-related traffic impacts. The TMP shall be prepared during final design for implementation during construction to mitigate the traffic impacts caused by construction of the Project. The TMP shall identify potential measures such as public awareness and changeable message signs (CMS). The TMP shall be developed in consultation with emergency service providers (i.e., local police and fire departments). The TMP shall address temporary traffic signals, bicycle lane detours, or using flagmen adjacent to construction activities, as appropriate. A community affairs entity shall be established to administer a construction impact mitigation program. This program shall keep the community informed of all construction activities and shall also set up a hotline number with a direct connection to project staff. The program shall identify community/business needs prior to and during the construction period through the use of surveys and community meetings.</p> <p>MM-TRAF-C2: Construction Mitigation Monitoring. A construction mitigation program shall be established with participation of BOE, Bureau of Contracts Administration, and the construction contractor. All mitigation measures shall be monitored and reported to BOE on a quarterly basis.</p> | |
| Project Access <u>Bicycle, Pedestrian, and</u> | Alt 2, 3, 4, | LTS | MM-TRAF-C1 | LTS |

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Table ES-1. Summary of Construction Period Environmental Impacts^{a,b}

| Impact/Description | Alternative | Significance Prior to Mitigation | Mitigation/Description | Impact Significance After Mitigation |
|---|-------------------------------------|---|--|---|
| Vehicular Safety. Traffic operations at intersections adjacent to construction activities may deteriorate as a result of temporary reduced capacity. <u>Travel and bicycle lanes would be kept open to the extent practicable and sidewalks open to pedestrians.</u> | & 5. MSF 1, 2, 3, & 4. | | | |
| Parking. During construction, removal of on-street parking would not substantially alter the overall availability of parking during peak hours. | Alt 2, 3, 4, & 5. MSF 1, 2, 3, & 4. | LTS | None required. | LTS |
| In-Street Construction Impacts. Construction would involve temporary lane closures which would result in delays for vehicles using roadways. | Alt 2, 3, 4, & 5. MSF 1, 2, 3, & 4. | LTS | MM-TRAF-C1 MM-TRAF-C2 | LTS |

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Table ES-2. Summary of Operation Period Environmental Impacts^{a,b}

| Impact/Description | Alternative | Significance Prior to Mitigation | Mitigation/Description | Impact Significance After Mitigation |
|---|---|----------------------------------|---|--------------------------------------|
| 3.1 Aesthetics | | | | |
| Applicable guidelines and regulations. Operation of the project would comply with applicable guidelines and regulations. | Alt 2, 3, 4, & 5. MSF 1, 2, 3, & 4 | LTS | None required <u>MM-AES-03.</u> | LTS |
| 3.9 Noise and Vibration | | | | |
| Streetcar Noise. Noise generated from streetcar operations would exceed FTA Moderate impact criteria and CEQA significance threshold at several receivers in 2020 and 2040. Impacts are all due to growth in traffic, <u>not the proposed project</u> . Mitigation is not available. | Alt 2, 3, 4, & 5. | S | None feasible. | <u>SU-LTS</u> |
| 3.10 Transportation and Traffic | | | | |
| Intersection Capacity. Intersections would operate with delays exceeding LADOT impact significance criteria at the following locations: | | | | |
| <ul style="list-style-type: none"> • Hill Street/1st Street • Hill Street/7th Street • Grand Avenue/1st Street | <ul style="list-style-type: none"> (Alt 2, 3, & 4) (Alt 2 & 3) (Alt 2 & 4) | S | None Available | SU |
| <ul style="list-style-type: none"> • None | Alt 5 | NI-LTS | None required | NI-LTS |
| Bicycle, Pedestrian, and Vehicular Safety. Bicycle/rail flangeway conflicts would exist on | Alt 2, 3, 4, & 5. | PS | MM-TRAF-01 Mitigation to be considered would include: <ul style="list-style-type: none"> • Signage and pavement markings to alert bicyclists to the | SU |

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^b MSF 1 = Broadway and 2nd Street, MSF 2 = Hill Street and 5th Street, MSF 3 = 11th Street and Olive Street (East), MSF 4 = 11th Street and Olive Street (West)

Table ES-2. Summary of Operation Period Environmental Impacts^{a,b}

| | Alternative | Significance Prior to Mitigation | Mitigation/Description | Impact Significance After Mitigation |
|---|------------------------------------|----------------------------------|---|--------------------------------------|
| <p>Impact/Description</p> <p>street segments without designated bicycle lanes and where bicycles and streetcars must share the curb travel lane. This occurs at the following locations:</p> <ul style="list-style-type: none"> Broadway – 1st to 11th Streets (Alt 2, 3, 4, & 5) 9th Street – Figueroa to Hill Streets (Alt 2, 3, 4, & 5) Hill Street – 9th or 7th Street to 1st Street (Alt 2, 3, 4, & 5) <p>Conflicts consist of the potential for bicycle tires to become lodged in streetcar track flangeways.</p> | | | <p>presence of streetcar tracks.</p> <ul style="list-style-type: none"> Instruct cyclists to cross tracks perpendicular to the direction of the rails for left-turning cyclists; pavement markings shall be provided to encourage perpendicular bicycle turning movements, such as “Copenhagen Left” turns.¹ The signage and/or pavement markings would also clearly identify the presence of the flangeway to cyclists traveling parallel to the fixed guideway. Alert bicyclists to use parallel bike routes (or Class II bike facilities) where available, such as Spring Street as an alternative to southbound Broadway. Recommended alternate routes. | |
| <p>Pedestrian Safety. Streetcar operations and station boarding areas would be designed to provide for adequate pedestrian safety while boarding and alighting.</p> | Alt 2, 3, 4, & 5. MSF 1, 2, 3, & 4 | LTS | None required. | LTS |
| <p>Vehicular Safety. Streetcar operations would not increase the risks related to vehicles.</p> | Alt 2, 3, 4, & 5. MSF 1, 2, 3, & 4 | LTS | None required. | LTS |

¹ A Copenhagen Left turn is a two-staged left turn wherein the bicyclist crosses the intersection ahead, stops on the opposite side in the direction he/she wishes to turn, awaits a green light, and crosses the intersection to complete the left turn.

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^b MSF 1 = Broadway and 2nd Street, MSF 2 = Hill Street and 5th Street, MSF 3 = 11th Street and Olive Street (East), MSF 4 = 11th Street and Olive Street (West)

Table ES-3. Summary of Cumulative Environmental Impacts^{a,b}

| Impact/Description | Alternative | Significance Prior to Mitigation | Mitigation/Description | Impact Significance After Mitigation |
|---|--|----------------------------------|------------------------|--------------------------------------|
| 3.4 Energy | | | | |
| The Project would not have a cumulatively considerable effect on overall energy supplies, conservation, and the demand for new energy infrastructure. | Alt 2, 3, 4, & 5. MSF 1, 2, 3, & 4 | NI <u>LTS</u> | None required. | N/A <u>LTS</u> |
| 3.6 Greenhouse Gas | | | | |
| While cumulative greenhouse gas emissions would continue to be significant on a global basis, the Project's contribution would not be considered cumulatively considerable. | Alt 2, 3, 4, & 5. MSF 1, 2, 3, & 4 | NI <u>LTS</u> | None required. | N/A <u>LTS</u> |
| 3.10 Transportation and Traffic | | | | |
| <p>The Project would result in a cumulatively considerable contribution to a significant cumulative impact at the following intersections:</p> <p><u>Intersection Capacity</u></p> <ul style="list-style-type: none"> • Hill Street/1st Street • Hill Street/7th Street • Grand Avenue/1st Street | | | | |
| <ul style="list-style-type: none"> • Hill Street/1st Street • Hill Street/7th Street • Grand Avenue/1st Street | <p>(Alt 2, 3, & 4)</p> <p>(Alt 2 & 3)</p> <p>(Alt 2 & 4)</p> | SU | None available. | SU |
| <u>Bicycle and Pedestrian Infrastructure and Safety Bicycle, Pedestrian, and Vehicular Safety.</u> The Project could have a cumulatively considerable impact related to bicycle | Alt 2, 3, 4, & 5. MSF 1, 2, 3, & 4 | PS | MM-TRAF-01 | PS <u>SU</u> |

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^b MSF 1 = Broadway and 2nd Street, MSF 2 = Hill Street and 5th Street, MSF 3 = 11th Street and Olive Street (East), MSF 4 = 11th Street and Olive Street (West)

Table ES-3. Summary of Cumulative Environmental Impacts^{a,b}

| | Alternative | Significance Prior to Mitigation | | Impact Significance After Mitigation |
|--|------------------------------------|----------------------------------|------------------------|--------------------------------------|
| Impact/Description | | | Mitigation/Description | |
| infrastructure and safety. | | | | |
| Emergency Access. The Project would not result in a cumulatively considerable contribution to cumulative effects related to emergency services. | Alt 2, 3, 4, & 5. MSF 1, 2, 3, & 4 | LTS | None required. | N/A |
| Public Transit System Capacity. The Project would not result in a cumulatively considerable contribution to cumulative effects related to public transit. | Alt 2, 3, 4, & 5. MSF 1, 2, 3, & 4 | LTS | None required. | N/A |

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^b MSF 1 = Broadway and 2nd Street, MSF 2 = Hill Street and 5th Street, MSF 3 = 11th Street and Olive Street (East), MSF 4 = 11th Street and Olive Street (West)

3.2 Section 3.1, *Aesthetics*

Section 3.1.6.3, *Environmental Impacts /Alternative 2: 7th Street Alternative with the Grand Avenue Extension/Construction Impacts/Aesthetics*, is modified as follows.

The degree to which the project would contribute to the area's aesthetic value.

Less-than-significant impact. Construction activities would not contribute to the area's aesthetic value. During construction, site preparation and grading activities, construction staging on the project sites, barricade installation, and placement of other minor structures and signage would be required to secure the construction site, which could adversely affect the visual quality or character of the immediate area encompassing the project sites. Similarly, the delivery and stockpiling of construction materials and placement of construction equipment on the project site might also temporarily diminish the visual character of the immediate area. However, construction is temporary, and upon its completion, the site is expected to maintain the visual quality of the area and would not result in significant long-term impacts on primary and secondary visual resources throughout the alignment or on the area's overall aesthetic value, which is discussed in more detail below under *Operational Impacts*. Implementation of Mitigation Measures **MM-AES-C1 through and MM-AES-C3** would minimize construction-related visual impacts. These mitigation measures would minimize views of stockpiled materials and idle construction equipment in staging areas, reduce visual clutter and disorder, and require appropriate screening materials, daily visual inspections, and the removal of debris and graffiti. Therefore, impacts would be less than significant prior to mitigation being incorporated, and would remain less than significant following implementation of mitigation.

Section 3.1.7.1, *Construction Period*, is modified as follows.

MM-AES-C3: Tree Removal/Relocation. Should mature trees, as well as younger trees (with trunk diameters of 5 inches or less) be trimmed or removed, the proposed Project would comply with the *City of Los Angeles Tree Preservation Ordinance* and *Tree Preservation Policy*. City policy requires all tree removals be replaced on a 2:1 basis for street trees and 4:1 basis for protected private property trees. No protected trees were identified throughout the proposed alignment and at the potential MSF siting locations. Replacement trees would be placed as near their original locations as possible. Alternative methods and options to removal, such as trimming, would be explored prior to considering potential tree removal. The Project's compliance with the *City of Los Angeles Tree Preservation Ordinance* and *Tree Preservation Policy* would ensure that any street trees slated for removal would be planted at or near their original locations at 2:1 ratios. Removal or relocation of protected trees, under the City's *Tree Preservation Ordinance*, requires a permit from the Board of Public Works. A protected tree report must be submitted to the Board of Public Works to apply for a tree removal permit. Before a Special Habitat Value tree, as defined by the City's *Tree Preservation Policy*, is pruned, damaged, relocated, or removed, recommendations from Department of Recreation Parks staff arborists ~~Public Works, Bureau of Street Services, Urban Forestry Division~~ must be obtained. The ~~Urban Forestry Arborist Division~~ makes a recommendation to the ~~General Manager~~ Board of Public Works for removal. The ~~General Manager or designee~~ Board of Public Works must make the final approval before the trees(s) can be removed.

3.3 Section 3.3, Cultural Resources

Section 3.3.4.2, *Historical Resources/Operational Period*, is modified as follows.

MM-CUL-O1: The City of Los Angeles shall ensure that design and installation of all project facilities and elements that are adjacent to or abutting historical resources or within a historic district will be consistent with the surrounding design context. The appropriateness of the design will be achieved through consultation with and approval by the City of Los Angeles Office of Historic Resources, applying the Secretary's Standards. Project facilities and elements shall be designed for consistency and installed to the satisfaction of the City Engineer/~~City Architect~~ and will be in compliance with the *Historic Downtown Los Angeles Design Guidelines* and the *Broadway Streetscape Master Plan*, as applicable. LABOE shall be the responsible party. LABOE shall consult on the design with the City of Los Angeles Office of Historic Resources. Enforcement shall be achieved through the DPW Contracts Administration Bureau Construction Inspector.

Section 3.3.4.3, *Paleontological Resources*, is modified as follows.

MM-CUL-C2: If discovery is made of items of paleontological interest, the Contractor shall immediately cease excavation in the area of discovery and shall not continue until ordered by the Engineer. When resumed, excavation operations within the area of discovery shall be as directed by the Engineer. Discoveries which may be encountered may include, but not be limited to, dwelling sites, stone implements or other artifacts, animal bones, human bones, and fossils.

~~If excavations for the Project take place at depths greater than five feet, these excavations shall be monitored on a fulltime basis by a qualified paleontological monitor. Monitoring may be reduced if excavations below a depth of five feet are determined to be in artificial fill materials, or if some of the potentially fossiliferous units described herein are determined upon exposure and examination by qualified paleontologic personnel to have low potential to contain fossil resources.~~

~~The paleontologic monitors shall be equipped to salvage fossils if they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. The monitor shall have authority to temporarily divert excavation or grading away from exposed fossils in order to professionally and efficiently recover the fossil specimens and collect associated data. All efforts to avoid delays in project schedules shall be made. 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.~~

~~Fossils collected, if any, shall be transported to a paleontological laboratory for processing where they 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 (such as the Natural History Museum of Los Angeles County).~~

~~Following analysis, a Report of Findings with an appended itemized inventory of specimens shall be prepared. The report and inventory, when submitted to the appropriate lead agency along with confirmation of the curation of recovered specimens into an established, accredited museum repository, shall signify completion of the program to mitigate impacts on paleontological resources.~~

3.4 Section 3.5, *Geology, Soils, and Seismicity*

Section 3.5.3.3, *Impacts/Alternative 2: 7th Street Alternative with Grand Avenue Extension/Construction Impacts/Erosion* is modified as follows.

Less-than-significant impact. During the construction period, utility relocation activities and roadway modifications to allow for the installation of tracks would temporarily denude areas that are currently paved. Workers would remove the roadway surface and underlying soil (to a depth of approximately 10 feet for utility relocation). As a result, some erosion and a temporary reduction in soil stability may occur, particularly on the steeper grades along 1st Street; a potentially significant impact could result if appropriate measures are not applied. However, any project involving grading of an area greater than one acre is required to apply for a National Pollutant Discharge Elimination System (NPDES) permit from the Los Angeles Regional Water Quality Control Board. This permit requires preparation and implementation of a *Stormwater Pollution Prevention Plan* (SWPPP) that incorporates best management practices (BMPs) for erosion control. Specifically, construction activity resulting in a land disturbance of one acre or more, or less than one acre but part of a larger common plan of development or sale must obtain the Construction Activities Stormwater General Permit. Construction activity includes clearing, grading, excavation, stockpiling, and reconstruction of existing facilities involving removal and replacement. Implementation of BMPs would ensure that sediment would be confined to the construction area and not transported off site. Additionally, per Section 306 of the City of Los Angeles Department of Public Works *Brown Book*, shoring and bracing would be required, as the depth of open trenches would be greater than 5 feet (2011). As a result, soil erosion impacts during construction would be less than significant.

3.5 Section 3.8, *Land Use and Planning*

Section 3.8.3.9, *Maintenance and Storage Facility/Construction Impacts/MSF Site: Broadway and 2nd Street/Land Use Plan Consistency*, is modified as follows.

Less-than-significant impact. The MSF would be located on a site zoned for commercial uses. Surrounding land uses to the north, east, and south are also zoned Commercial. Portions of the west side of Hill Street are zoned Commercial in this area. Portions of the west side of Hill Street are zoned for high density Residential. MSF construction activities would be temporary and would adhere to applicable City of Los Angeles regulations and requirements, including Article 4, Section 12.14. Consequently, this would not result in significant conflicts with existing land use plan policies or zoning or significant land use incompatibility impacts. Mitigation Measure **MM-TRAF-C1** included in Section 3.10, *Transportation and Traffic*, describes the development of a traffic management plan (TMP), which will reduce construction-related traffic impacts on public services, community facilities, utilities, bicycle circulation, and pedestrian circulation. The TMP will be prepared during final design for implementation during construction to mitigate the traffic impacts caused by construction of the Project. Additionally, as stated in Section 3.1, *Aesthetics*, Mitigation Measures **MM-AES-01** and **MM-AES-02** will ensure that design of TPPS structures will be designed to minimize their visual presence, and MSFs will be appropriate in scale and proportion. Impacts would be less than significant.

Also located on this parcel is a Wedding Chapel business that may need to be displaced in order to provide adequate space for the MSF. Should this be determined necessary, the property owner would be compensated in accordance with applicable state and local laws and regulations, including the *Relocation Assistance Law*. Similarly, the business owner, if a tenant, would separately receive relocation assistance with the same laws and regulations. See RCM-LU-C2.

Section 3.8.3.9, *Maintenance and Storage Facility/Operational Impacts/MSF Site: Broadway and 2nd Street/Land Use Compatibility*, is modified as follows.

Less-than-significant impact. The MSF would be compatible with surrounding land uses, consisting of commercial and residential buildings and surface parking, because it would satisfy the performance standards prescribed under the LAMC Section 14.00. Additionally, operational activities would comply with all applicable land use plans and policies. A less-than-significant impact would occur. See MM-LU-01: LAMC Public Benefits Projects Conformity.

3.6 Section 3.9, *Noise and Vibration*

Section 3.9.3.5, *Alternative 3: 7th Street without Grand Avenue Extension/Construction Impacts*, is modified as follows.

Significant and unavoidable ~~Less-than-significant impact with mitigation.~~ Noise and vibration impacts during construction for Alternative 3 would be similar to those discussed for Alternative 2, although they would be slightly less due to the fact that the Grand Avenue Extension would not be included. All other impacts associated with Alternative 2 would remain as well as the associated mitigation. See Section 3.9.3.4, *Alternative 2: 7th Street with Grand Avenue Extension*, for detailed information on construction noise and vibration impacts.

Section 3.9.3.6, *Alternative 4: 9th Street with Grand Avenue Extension/Construction Impacts*, is modified as follows.

Significant and unavoidable ~~Less-than-significant impact with mitigation.~~ Noise and vibration impacts during construction for Alternative 4 would be similar to those discussed for Alternative 2, with the exception that construction would occur along 9th Street rather than 7th Street. See Section 3.9.3.4, *Alternative 2: 7th Street with Grand Avenue Extension*, for detailed information on construction noise and vibration impacts.

Section 3.9.3.7, *Alternative 5: 9th Street without Grand Avenue Extension/Construction Impacts*, is modified as follows.

Significant and unavoidable ~~Less-than-significant impact with mitigation.~~ Noise and vibration impacts during construction for Alternative 5 would be similar to those discussed for Alternative 3, with the exception that construction would occur along 9th Street rather than 7th Street. See Section 3.9.3.4, *Alternative 2: 7th Street with Grand Avenue Extension*, for detailed information on noise and vibration impacts.

3.7 Section 3.10, *Transportation and Traffic*

Section 3.10.3.2, *Thresholds of Significance/L.A. CEQA Thresholds Guide/Parking*, is modified as follows.

Appendix G of the State CEQA Guidelines was amended in 2010 ~~2011~~ to no longer require an analysis of parking as an environmental impact. Therefore, effects related to parking are presented for informational purposes only.

3.8 Chapter 4, *Alternatives to the Project*

Section 4.3.2, *Rubber-Tired Transportation System Management Alternative*, page 4-25, second paragraph, is corrected as follows:

The sense of permanency that would be provided by a fixed-rail transportation mode would be a substantial commitment to the continued focus on downtown's historic core ~~as an important facet of the downtown image~~.

Section 4.4, *Further Modifications Considered*, page 4-28, is corrected as follows:

It was then decided that the proposed list of traffic operation improvements would be advanced; these improvements have been incorporated into the project description (see Section 2.5.4).

Attachment A
Notice of Availability

CITY OF LOS ANGELES

CALIFORNIA



ERIC GARCETTI
MAYOR

June 23, 2016

2016 158826



FILED
Jun 23 2016

Dean C. Logan, Registrar-Recorder/County Clerk

V SP

Electronically signed by CARINA CHIEN

1149 S. BROADWAY, SUITE 700
LOS ANGELES, CA 90015-2213

<http://eng.lacity.org>

THIS NOTICE WAS POSTED

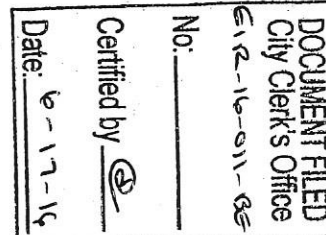
ON June 23 2016

UNTIL July 25 2016

REGISTRAR - RECORDER/COUNTY CLERK

COMMISSIONER

FERNANDO CAMPOS
EXECUTIVE OFFICER



To: Responsible Agencies, Trustee Agencies, Stakeholders and Interested Persons

From: City of Los Angeles Department of Public Works
Bureau of Engineering
1149 S. Broadway, Suite 600
Los Angeles, CA 90015-2213

Subject: **Notice of Availability of a Draft Environmental Impact Report for the Restoration of Historic Streetcar Service in Downtown Los Angeles Project (SCH# 2013011001)**

The City of Los Angeles (the City) is proposing to restore historic streetcar service in downtown Los Angeles. As Lead Agency, the City has prepared a Draft Environmental Impact Report (Draft EIR) that evaluates the potential environmental effects of the proposed project. The City is requesting input from responsible agencies, trustees, and other interested parties on the Draft EIR. The significant environmental effects anticipated as a result of the proposed project involve traffic and transportation (intersection capacity), bicycle safety and noise. With implementation of proposed mitigation measures, noise impacts would be reduced to less than significant, the impacts regarding intersection capacity would remain significant and unavoidable, and the impacts regarding bicycle safety would remain significant and unavoidable. The contents of this Notice of Availability have been prepared in accordance with Section 15087 of the *California Environmental Quality Act* (CEQA) Guidelines.

Project Location: The proposed project would be located in downtown Los Angeles along a 3.8 mile route that would begin at Hill and 1st Streets, run east along 1st Street, south on Broadway, west along 11th Street, north along Figueroa Street, east along 9th or 7th Streets, and north along Hill Street, back to its beginning at 1st Street. Two of the alternatives include a Grand Avenue Extension, beginning at Hill Street, and continuing south along Grand Avenue to a stop north of 2nd Street.

Project Description: The City of Los Angeles is proposing to construct and operate electrically powered streetcar service via one of four alignment alternatives that are analyzed in the Draft EIR. Figure 1 shows the route along which streetcar service would operate. Boarding platforms would be provided on most blocks along the alignment, with final platform locations to be determined in final design. Streetcar service would operate seven days a week; round trip running times would be approximately 35-40 minutes. Power to the streetcars would be



provided by a series of traction power substations located along the alignment and delivered by means of overhead catenary wires supported on trolley poles located in the sidewalks along the alignment. A maintenance and storage facility would also be constructed to service streetcar vehicles; four alternatives sites are evaluated in the Draft EIR, one of which is no longer available and is removed from consideration (an Errata Sheet describes this change to the project description).

Public Review Period: The Draft EIR is being made available for public review for a 45-day period which begins on June 24, 2016, and closes on August 8, 2016. Public comments on the Draft EIR will be received during this period. The Draft EIR and all documents referenced in the Draft EIR may be viewed at the following locations:

- Bureau of Engineering, Environmental Management Group, 1149 South Broadway, 6th Floor, contact: William Jones at (213) 485-5760, fax: (213) 847-0656
- Los Angeles Central Public Library; 630 W. 5th Street, CA 90071
- Little Tokyo Branch Library; 203 S. Los Angeles Street, CA 90012

Additionally, the Draft EIR and Appendices may be viewed at the following location:

- Project website: http://eng.lacity.org/techdocs/emg/historic_streetcar.htm

During the public review period, a public meeting will be held to provide an opportunity for interested parties to comment on the Draft EIR. The public meeting will be held from 6:30 to 8:00 p.m. on Tuesday, July 12, 2016, at the Ronald F. Deaton Civic Auditorium, LAPD; 100 W. 1st Street, CA 90012.

Following the close of the review period, the City will prepare responses to comments and will compile these comments and responses into a Final EIR. All responses to comments submitted on the EIR by public agencies will be provided to those agencies at least 10 days prior to final action on the project. The Board of Public Works and City Council Committee(s) may consider and make recommendations to the Los Angeles City Council regarding the Final EIR. The Los Angeles City Council will make findings regarding the extent and nature of the impacts as described in the Final EIR. The Final EIR will need to be certified as complete by the City prior to making a decision to approve or deny the project. Public input is encouraged at all public hearings before the City.

Due to the time limits mandated by state law, your response must be sent at the earliest possible date, but not later than 45 days after receipt of this notice.

Please send your response to:

City of Los Angeles Department of Public Works
Bureau of Engineering
1149 S. Broadway, Suite 600
Los Angeles, CA 90015-2213
Attention: William Jones
eng.lastreetcarproject@lacity.org

2016 158826



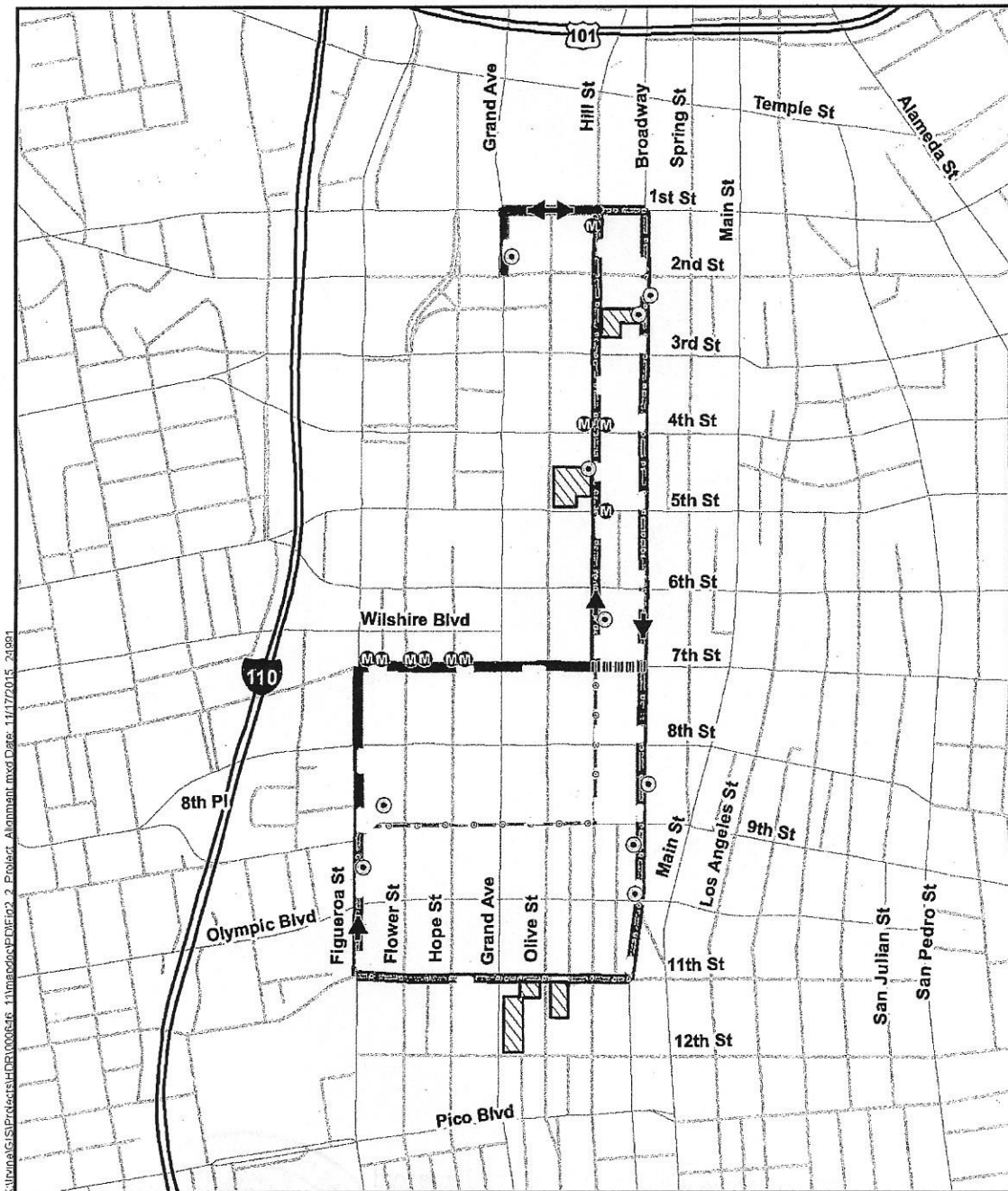
FILED
Jun 23 2016

Dean C. Logan, Registrar - Recorder/County Clerk

Electronically signed by GARINA CHEN

Comments may also be submitted at the public meeting on July 12, 2016, at the Ronald F. Deaton Civic Auditorium, LAPD; 100 W. 1st Street, CA 90012.

Figure 1. Proposed Downtown Los Angeles Streetcar Route



K:\external\projects\HDEV\00061616_11\mapdoc\Fig1.mxd Date: 11/17/2015 2:09:01

0 600 1,200
Feet
Source: LADOT (2013); ESRI (2010)

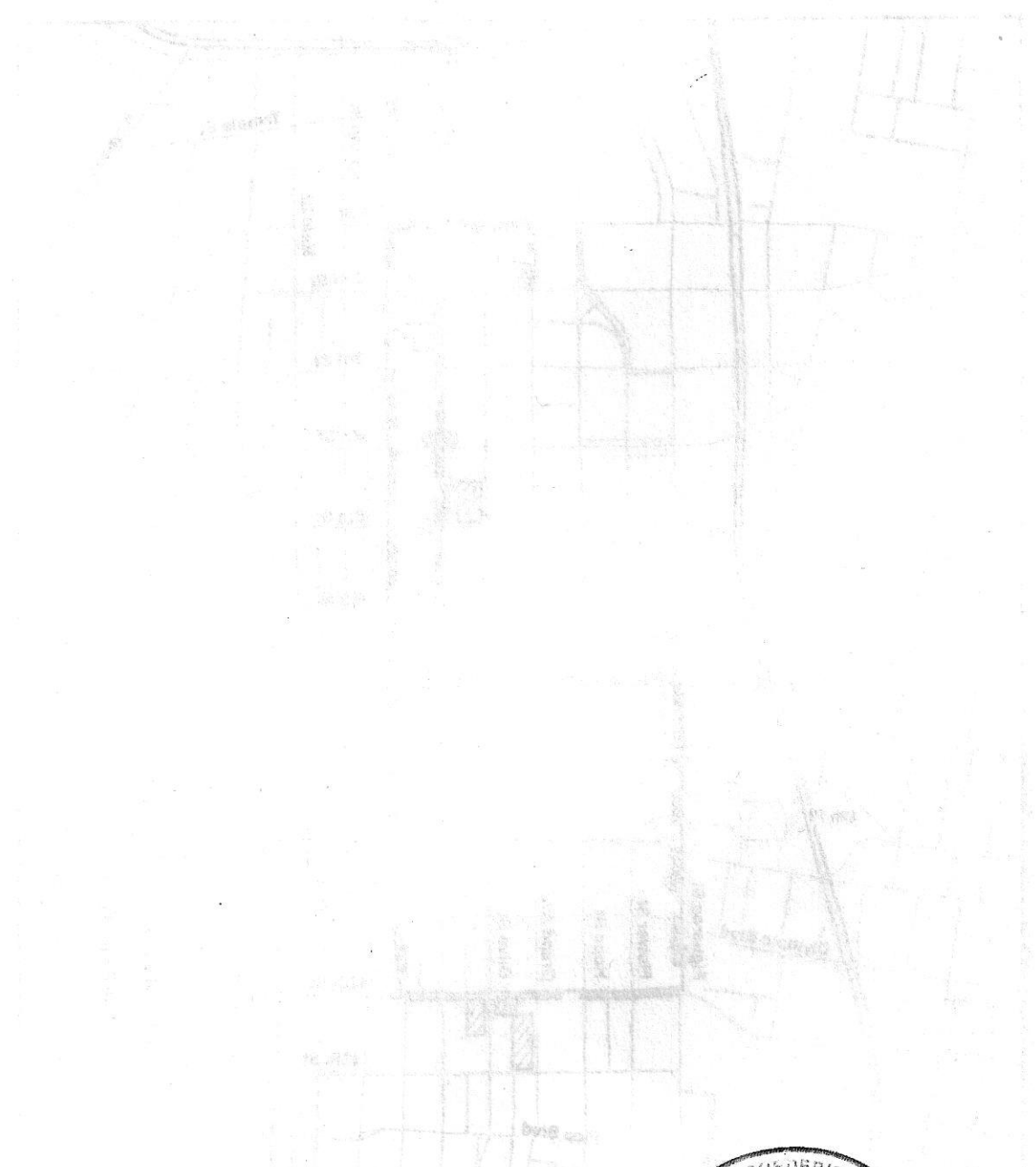
- Legend**
- 7th Street Alternative
 - 9th Street Alternative
 - Grand Avenue Extension
 - Potential Maintenance and Storage Facility
 - Service Connection
 - Potential Traction Power Substation Site
 - Blue/Expo Line Station Access
 - Red/Purple Line Station Access

Note: Platform locations subject to change in final design.

2016 158826

FILED
 Jun 23 2016

Dean C. Logan, Registrar - Recorder/County Clerk
 Electronically signed by CARINA CHEN



This is a true and certified copy of the record
if it bears the seal, imprinted in purple ink,
of the Registrar-Recorder/County Clerk

JUL 07 2016

Deane L. Linn REGISTRAR-RECORDER/COUNTY CLERK
LOS ANGELES COUNTY, CALIFORNIA



Attachment B
Notice of Availability Distribution List and Newspaper Notice

Federal Agencies

Environmental Protection Agency
Office of Federal Activities
OECA (2251A)
1200 Pennsylvania Avenue
Washington, DC 20460

Cornell Dunning
Transportation Lead
Environmental Review Office
EPA Region IX
75 Hawthorne Street, CED-2
San Francisco, CA 94105

Samuel Mazzola
Director, Portfolio Management Division
General Services Administration
450 Golden Gate Ave
San Francisco, CA 94102

U.S. Department of Energy
Office of Environmental Compliance
1000 Independence Avenue, SW, Room 4G-064
Washington, DC 20585

Vince Mammano
Federal Highway Administration
650 Capitol Mall, Suite 4100
Sacramento CA 95814

Federal Transportation Administration
Los Angeles Metropolitan Office
888 S Figueroa, Suite 1850.
Los Angeles, CA 90017

John Fowler
Executive Director
Advisory Council on Historic Preservation
1100 Pennsylvania Ave. N.W., Suite 803
Washington DC 20004

Department of the Interior
Office of Environmental Policy and Compliance
1849 C Street, NW MS 2462
Washington, DC 20240

Patricia S. Port
Regional Environmental Officer
Department of the Interior
Office of Environmental Policy and Compliance
333 Bush Street, Suite 515
San Francisco, CA 94104

U.S. Department of Housing and
Urban Development, Los Angeles Field Office
AT&T Building, 611 West Sixth Street, Suite 801
Los Angeles, CA 90017

U.S. Department of Energy
Western Area Power Administration
Sierra Nevada Regional Office
114 Parkshore Drive
Folsom, CA 95630-4710

Scott Windley
United States Access Board
1331 F Street, NW, Suite 1000
Washington, DC 20004-1111

Federal Emergency Management Agency
Region IX
1111 Broadway, Suite 1200
Oakland, CA 94607-4052

U.S. Army Corps of Engineers
915 Wilshire Blvd
Los Angeles, CA 90017

State Agencies

Ed Pert, Regional Manager
California Department of Fish and Game, Region 5
4949 Viewridge Avenue
San Diego, CA 92123

State Water Resources Control Board
PO Box 100
Sacramento, CA 95814

California Native American Heritage Commission
Attn: Cynthia Gomez, Executive Secretary
1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691

California State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

California Department of Transportation
District 7
Office of Regional Planning and Public Transportation
Attn: Linda Wright
100 South Main Street, MS 16
Los Angeles, CA 90012

Regional and Local Agencies

Steve Smith
South Coast Air Quality Management District
21865 East Copley Drive
Diamond Bar, CA 91765

California Transportation Commission
Attn: Susan Bransen
1120 N Street, MS 52
Sacramento, CA 95814

California Highway Patrol, Southern Division
411 North Central Avenue, Suite 410
Glendale, CA 91203-2020

State Historic Preservation Officer
Office of Historic Preservation
Department of Parks and Recreation
P.O. Box 942896
Sacramento, CA 94296-0001

Air Resources Board
CEQA Compliance
9528 Telstar Avenue
El Monte, CA 91731

Gloria Conti
Regulatory Assistance Officer
California Department of Toxic Substances Control
9211 Oakdale Ave.
Chatsworth, CA 91311

Samuel Unger
Los Angeles Regional Water Quality Control Board
320 West 4th Street, Suite 200
Los Angeles, CA 90013

California Dept. of Conservation
Div. of Land Resource Protection
801 K Street, MS 14-15
Sacramento, CA 95814

Ron Kosinski
Caltrans District 7, Deputy District Director
Division of Environmental Planning
100 South Main Street, MS 164
Los Angeles, CA 90012

Paul Clanon
Executive Director
State of California Public Utilities Commission
320 West 4th Street, Ste. 500
Los Angeles, CA 90013

California Wildlife Conservation Board
1416 Ninth Street
Sacramento, CA 95814

California Department of Forestry and Fire Protection
1419 9th Street, PO Box 944264
Sacramento, CA 94244-2460

Gail Farber
Department of Public Works
County of Los Angeles
125 South Baldwin Avenue
Arcadia, CA 91007

Patrick Hachiya
Department of Regional Planning
County of Los Angeles
320 West Temple Street, Rm 1360
Los Angeles, California, 90012

Torrance Transit System
City of Torrance
20500 Madrona Avenue
Torrance, CA 90503-3692

Montebello Bus Lines
400 S Taylor Avenue
Montebello, CA 90640

Southern California Association of
Governments
Intergovernmental Review
818 W. Seventh Street, 12th Floor
Los Angeles, CA 90020

Daryl Osby
Fire Chief
Los Angeles County Fire Department
1320 North Eastern Avenue
Los Angeles, CA 90063

Phillip C. Hill
Los Angeles Convention Center
1201 South Figueroa Street
Los Angeles, CA 90015

City of Santa Clarita Transit
Transit Maintenance Facility (TMF)
28250 Constellation Rd,
Santa Clarita, CA 91355

Ron Andrade
Executive Director
Los Angeles City/County Native American Indian
Commission
3175 W 6th Street
Los Angeles, CA 90020

Gary Hildebrand
Assistant Deputy Director
Watershed Management Division
Los Angeles County Dept. of Public Works
900 S. Fremont Ave., 11th Floor
Alhambra, CA 91803-1331

Metropolitan Water District of Southern California
CEQA Compliance
100 North Alameda Street
Los Angeles, CA 90012-2944

Jack Gabig
Gardena Department of Transportation
13999 S Western Avenue
Gardena, CA 90249

Santa Monica Big Blue Bus
1660 7th Street
Santa Monica, CA 90401

Jay Kim
Principal Transportation Engineer
Los Angeles Department of Transportation
100 S. Main Street – 10th Floor
Los Angeles, CA 90012

Greater Los Angeles Vector Control
CEQA Compliance
12545 Florence Avenue
Santa Fe Springs, CA 90670

Grace Robinson Chan
Chief Engineer and General Manager
Sanitation Districts of Los Angeles County
1955 Workman Mill Road
Whittier, CA 90601

Russ Guiney, Director
County of Los Angeles
Department of Parks and Recreation
433 South Vermont Avenue
Los Angeles, CA 90020

Raymond Chan, C.E., S.E.
General Manager
City of Los Angeles, Building and Safety
201 N. Figueroa, Suite 1000
Los Angeles, CA 90012

Michael DePallo
Metrolink
One Gateway Plaza, 12th Floor
Los Angeles, CA 90012

Enrique Zaldivar
Los Angeles City Bureau of Sanitation
2714 Media Center Drive
Los Angeles, CA 90065

Vince Bertoni
Director of Planning
Los Angeles City Planning Department
200 N. Spring Street, 5th Floor CH
Los Angeles, CA 90012

Danielle Brazell
Executive Director
City of Los Angeles, Cultural Affairs
201 N. Figueroa, Suite 1400
Los Angeles, CA 90012

Aram Sahakian
Director
City of Los Angeles, Emergency Management
200 N. Spring Street, Room 1553
Los Angeles, CA 90012

Inspector – Central Division
Los Angeles City Fire Department-Bureau of Fire
Prevention and Public Safety Hydrants and Access
Unit
200 N. Main Street, Room 1000
Los Angeles, CA 90012

Ralph M. Terrazas
Chief
City of Los Angeles, Fire Department
200 Main Street, Suite 1700
Los Angeles , CA 90012

Ken Bernstein
Manager
City of Los Angeles, Office of Historic Resources
200 N. Spring Street, Room 620
Los Angeles , CA 90012

Charlie Beck
Chief
City of Los Angeles, Police Department
100 W. 1st Street
Los Angeles , CA 90012

Michael Shull
General Manager
City of Los Angeles, Recreation and Parks
221 N. Figueroa Street, First Floor
Los Angeles , CA 90012

Jim McDonnell
Sheriff
Los Angeles County Sheriff's Department
4700 Ramona
Monterey Park, CA 91754

John Sterritt
Director
LAUSD Office of Environmental Health and Safety
333 South Beaudry Avenue, 20th Floor
Los Angeles , CA 90017

Los Angeles Public Library
Central Library
630 W. 5th Street
Los Angeles, CA 90071

Los Angeles Public Library
Little Tokyo Branch
203 S. Los Angeles Street
Los Angeles, CA 90012

Greater Los Angeles Vector Control
CEQA Compliance
12545 Florence Ave
Santa Fe Springs, CA 90670

Elected Officials

Councilmember José Huizar
Los Angeles City Council, District 14
200 N. Spring Street, Rm. 465
Los Angeles, CA 90012

Councilmember Curren D. Price
Los Angeles City Council, District 9
200 N. Spring Street, Rm. 420
Los Angeles, CA 90012

Mayor Eric Garcetti
City of Los Angeles, Office of the Mayor
200 N. Spring Street
Los Angeles, CA 90012

Senator Kevin De Leon
California State Senate, District 24
1808 W. Sunset Blvd.
Los Angeles, CA 90026

Assembly Member Miguel Santiago
California State Assembly, District 53
320 West 4th Street, Room 1050
Los Angeles, CA 90013

Supervisor Hilda Solis
Los Angeles County Supervisor, 1st District
856 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Representative Lucille Roybal-Allard
United States House of Representatives
500 Citadel Drive, Suite 320
Commerce, CA 90040

Senator Barbara Boxer
United States Senate
312 N. Spring Street, Suite 1748
Los Angeles, CA 90012

Senator Dianne Feinstein
United States Senate
11111 Santa Monica Boulevard, Suite 915
Los Angeles, CA 90025

Representative Xavier Becerra
United States House of Representatives
ATTN: Gayle Greenberg
1910 W. Sunset Blvd.
Los Angeles, CA 90026

Miguel Santana
City Administrative Officer
200 N. Main St. Suite 1500
Los Angeles, CA 90012-4137

Organizations and Interested Individuals

Carol Schatz
President and CEO
Central City Association
626 Wilshire Boulevard, Suite 200
Los Angeles, CA 90017

Historic Downtown Business Improvement District
ATTN: Blair Besten
453 S. Spring Street
Los Angeles, CA 90013

Mr. Jeffrey Deitch
Director
Museum of Contemporary Art
250 S. Grand Avenue
Los Angeles, CA 90012

Historic Cultural Neighborhood Council
307 E. 1st Street
Los Angeles, CA 90012

Bart Reed
The Transit Coalition
P.O. Box 567
San Fernando, CA 91341

Patricia Berman
Downtown Los Angeles Neighborhood Council
P.O. Box 13096
Los Angeles, CA 90013

Little Tokyo Community Council
Attn: Bill Watanabe
369 East First Street
Los Angeles, California 90012

The Broad Foundations
ATTN: Deborah Kanter
10900 Wilshire Blvd. 12th floor
Los Angeles, CA 90024

Tamika Butler
Los Angeles Bicycle Coalition
634 S. Spring Street Suite 821
Los Angeles, CA 90014

Los Angeles Chamber of Commerce
350 S Bixel St
Los Angeles, CA 90017

Eric Mann
Director
Bus Riders Union
3780 Wilshire Blvd. Suite 1200;
Los Angeles, CA 90010

Los Angeles Tourism and Convention Board
333 S Hope Street, 18th Floor
Los Angeles, CA 90071

The Colburn School
200 S. Grand Avenue
Los Angeles, CA 90012

LA Fashion District Business Improvement District
Attn: Kent Smith
110 E. 9th Street, Suite A-1175
Los Angeles, CA 90079

Melissa Mills
Elleven
1111 S. Grand Avenue
Los Angeles, CA 90015

Joseph Raquel
Director of Planning
Foothill Transit, Inc
100 S Vincent Ave, #200
West Convina, CA 91790

Los Angeles Audubon Society
PO Box 411301
Los Angeles, CA 90041-8301

Linda Dishman
Executive Director
Los Angeles Conservancy
523 W. Sixth Street, Suite 826
Los Angeles, CA 90014

Sierra Club Transportation Committee
Attn: Darrell Clarke
3435 Wilshire Blvd #320
Los Angeles, CA 90010

Downtown Center Business Improvement District
Administrative Office
626 Wilshire Blvd., Ste. 200
Los Angeles, CA 90017

Figueroa Corridor Partnership
3982 S. Figueroa Street, Suite 207
Los Angeles, CA 90037

Jessica Lall
South Park Business Improvement District
1100 S. Flower St., #3400
Los Angeles, CA 90015

Music Center
135 N. Grand Ave
Los Angeles, CA 90012

Tony Royster
Department of General Services
City Hall South, Room 701
111 East First Street
Los Angeles, CA 90012

statistics provide factual evidence to a situation they have seen firsthand in recent years. The jobs training program Chyhalis saw a 31% increase in the number of women it helps between 2012 and 2015.

The URM's policy is to accommodate all women who walk through its doors, Bales said, but the Skid Row center is running out of space.

Nix, who has been at the shelter for more than a year. Bush-Nix left her home in Mississippi after suffering a back injury that left her unable to work her job at a law firm. She lost her insurance and burned through the last of her 401(K) savings before deciding to seek help in Los Angeles, where she had lived in the past.

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Historic Downtown LA Streetcar Draft EIR Available for Review

Public review and comment period is June 24, 2016 until August 8, 2016.

A public hearing will be held to answer questions and record comments on the Draft EIR:

6:30 pm – 8:00 pm on Tuesday, July 12
Ronald F. Deaton Civic Auditorium
(LAPD Headquarters)
100 W. 1st Street, Los Angeles 90012



The Draft EIR is available online at:
http://eng.lacity.org/techdocs/emg/historic_streetcar.htm
as well as at the Central and Little Tokyo branch libraries.
Comments may also be emailed to: eng.lastreetcarproject@lacity.org



**GRAND
MONDAY
MRS. WINSTON'S
DOWNTOWN LOCATION**

**SPEND \$10 OR MORE
AND RECEIVE A COMPLIMENTARY
MRS. WINSTON'S RECIPE
FILLED WITH LOTS OF**

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213.688.8888
LA'S BEST JUICE BAR
STOP BY OUR JUICE BAR FOR**

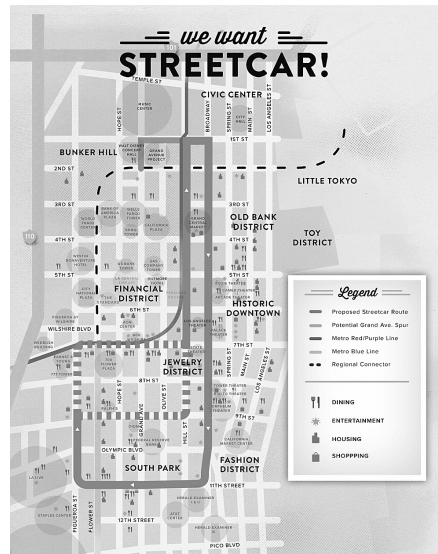
Check out our other locations

Historic Downtown LA Streetcar Draft EIR Available for Review

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(LAPD Headquarters)
100 W. 1st Street, Los Angeles 90012



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http://eng.lacity.org/techdocs/emg/historic_streetcar.htm

as well as at the Central and Little Tokyo branch libraries.

Comments may also be emailed to: eng.lastreetcarproject@lacity.org

Attachment C
Public Hearing Transcript, Speaker Cards, and Sign-In Sheet

1

BEFORE THE
LOS ANGELES STREETCAR PROJECT TEAM

Public Hearing in the Matter of:)
)
LOS ANGELES STREETCAR DRAFT)
ENVIRONMENTAL IMPACT REPORT)
_____)

TRANSCRIPT OF PROCEEDINGS
Los Angeles, California
Tuesday, July 12, 2016

Reported by:
MARCENA M. MUNGUIA,
CSR No. 10420

Job No.:
10592ROB

3

1 APPEARANCES:
2 Facilitator: REZA SHAHMIRZADI
3 City of Los Angeles
4 Bureau of Engineering
5 Project presenter: SHIRAZ TANGRI
6 L.A. Streetcar, Inc.
7
8 Spanish Interpreter: Alex Varela
9
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2

1
2 BEFORE THE
3 LOS ANGELES STREETCAR PROJECT TEAM
4
5 Public Hearing in the Matter of:)
6)
7 LOS ANGELES STREETCAR DRAFT)
8 ENVIRONMENTAL IMPACT REPORT)
9 _____)
10
11
12
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14
15 TRANSCRIPT OF PROCEEDINGS, taken at
16 Ronald F. Deaton Civic Auditorium,
17 100 West 1st Street, Los Angeles, California,
18 commencing at 6:33 p.m. on Tuesday,
19 July 12, 2016, heard before the L.A. Streetcar
20 Project Team, reported by MARCENA M. MUNGUIA,
21 CSR No. 10420, a Certified Shorthand Reporter
22 in and for the State of California.
23
24
25

4

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5

1 Los Angeles, California, Tuesday, July 12, 2016
2 6:33 p.m.
3
4
5 MR. SHAHMIRZADI: Good evening. Can everyone hear
6 me? Good. We have plenty of seats open in front, if
7 you'd like to join us up front. It's about 6:33. I'd
8 like to start the meeting. This is a public hearing in
9 regards to downtown Los Angeles's Streetcar Draft
10 Environmental Impact Report.
11 We have a brief presentation we've prepared to
12 give you background on the project and some information
13 about our impact report. After that, we are going to
14 open the public hearing and we'd like to hear from you.
15 We do have a Spanish translator, Alex Varela,
16 here. If you would like -- if anyone would like, we can
17 have translation for you. Does anyone need translation?
18 MS. FILGIOUN: Alex, why don't you --
19 THE INTERPRETER: Sure. (Translation given)
20 MR. SHAHMIRZADI: Thank you.
21 All right. With that, I'd like to request
22 Mr. Shiraz Tangri with L.A. Streetcar to join us here to
23 provide us a brief presentation, and we have a lot of
24 team members from the Streetcar here who will be around
25 if you have any questions. We will be glad to talk to

6

1 you. As far as the public hearing, any specific
2 comments, you can provide tonight or in writing. We do
3 have speaker cards.
4 And who's got the speaker cards right now?
5 MS. FILGIOUN: They're up front, but we will bring
6 some into the auditorium.
7 MR. SHAHMIRZADI: Okay. And I will be monitoring the
8 time. We'll be giving two minutes per person to speak in
9 order to make sure everyone gets the opportunity to talk.
10 With that, Mr. Shiraz Tangri.
11 MR. TANGRI: Thank you, Reza.
12 Actually, we are just going to take about a
13 five-minute break here. We need to get our PowerPoint
14 back up and I think there's been a lot of traffic issues
15 due to the demonstration and some of the traffic issues
16 in the area. So if you give us just five minutes, we'll
17 be back on-line. You're welcome to take a look at the
18 boards and look around here. I think there's another
19 version in the lobby as well, so thanks.
20 (Recess)
21 MR. TANGRI: All right. Thanks, everybody, for your
22 patience.
23 Once again, I'm Shiraz Tangri with L.A.
24 Streetcar, Inc. We've been one of the partners on this
25 project really since about 2009 when the project in its

7

1 current form got up and going. We want to thank you all
2 for taking the time to come down here and spend some time
3 to engage with the streetcar project.
4 Today I'm going to go over just a couple of
5 things. One is to give a brief background of the project
6 itself, just to give a little bit of context. The second
7 is to give a brief summary of the Draft Environmental
8 Impact Report. That document is currently out for
9 review. As noted on here, we're accepting public
10 comments. Today is one of the opportunities for public
11 comment, but you have until August 8th to submit written
12 comments.
13 So a quick background to the project -- and many
14 of you are familiar faces, so some of this may be
15 repetitive, but just to give everyone a baseline of what
16 the project is and what it's about, what we're proposing
17 is a modern streetcar system similar to what you'd see in
18 cities like Portland, Seattle, Dallas. There's a growing
19 number of cities that have started adding them.
20 Washington, D.C. opened a streetcar system this year, as
21 did Kansas city.
22 The one proposed for downtown is a 3.8-mile
23 loop. There are a couple of different route alternatives
24 that we're going to look at. They're both shown on here.
25 We'll look at them in a little more detail later, but

8

1 just to give you an orientation of where we are, if
2 you -- is there a pointer on here?
3 So we are just about here (indicating). If you
4 start at the corner of Broadway and 1st Street, the
5 streetcar is going to run south on Broadway to 11th
6 Street, head west to Figueroa, north on Figueroa to
7 either 9th Street or 7th Street, turning on Hill and all
8 the way back up to 1st Street, and then we're also
9 looking at what we call Bunker Hill, the Bunker Hill
10 spur, which will bring it up to 1st Street up to
11 Bunker Hill, terminating around 2nd Street. We call that
12 the Grand Ave design solution -- or design alternative.
13 Excuse me.
14 What we're looking at is a system that would
15 operate with frequent services. We're estimating about
16 seven minute -- cars would be available roughly every
17 seven minutes during peak hours during the day and then
18 10 to 15 minutes on off-peak hours and during the
19 weekends.
20 We're estimating very high ridership numbers and
21 one of the major goals of the project is really to
22 connect up the major activity centers within downtown
23 L.A. So we have the Convention Center, Staples, L.A.
24 Live area over here; the Grand Park, the historic --
25 Civic Center; Pershing Square; all the historic sites

1 here, the Fashion District to the east and South Park as
2 well. We touch a lot of all the major areas downtown.

3 I think one of the key projects is we also
4 connect with several of the existing and planned transit
5 stations. So, for example, 7th and Metro here; Pershing
6 Square, Metro here; and up at the Civic Center as well.
7 We're looking for areas where we can maximize the
8 interaction between existing proposed transit and the
9 streetcar system.

10 Streetcars are -- if you've never experienced
11 them or just to distinguish them, they are typically
12 smaller than a light-rail vehicle -- for example, like
13 the Expo Line or the Blue Line -- and they run in
14 existing lanes of traffic on the streets. So they will
15 go in our existing roadway. They do run on rails, but
16 when the streetcar isn't running in those rails, you can
17 have a car, a bus, a bike. That road lane is accessible
18 to any other type of vehicle. It's not an exclusive
19 dedicated street -- dedicated right-of-way as you have
20 with the typical street -- pardon me -- with the typical
21 light-rail vehicle.

22 Streetcars are quiet. They are sustainable.
23 They run on electric power. They are low-floor vehicles,
24 which make them very accessible as opposed with mobility
25 issues where people with bicycles, strollers, can get in

1 and out of them very easily. And they're often used as a
2 first mile/last mile connector to other transit stations.
3 I mentioned some of the hard rail connections that we
4 already have. Of course we also have a tremendous
5 regional bus network, much of which comes downtown, and
6 will be able to connect with the streetcar, as well as
7 the local Dash buses as well.

8 And one of the key features of the streetcar is
9 it really has been in many many cities a major driver of
10 economic investment in development. Obviously we've seen
11 lots of that in downtown, but we believe streetcar will
12 continue to expand on that, and it will also build on
13 many of the public investments that are being made around
14 downtown; for example, the improvements along Broadway,
15 the revamp of Pershing Square, et cetera.

16 And to answer a frequently asked question, you
17 know, why downtown? Downtown has a fair amount of
18 transit. There's new transit coming in here.
19 Nonetheless, downtown remains our transportation hub.
20 It's the center of our regional transit network. You
21 have the Metro rail lines, the Metro bus lines, local
22 transit, many of the commuter buses, et cetera. You also
23 have a large transit-dependent population here. You have
24 a lot of seniors in downtown. You have a lot of folks
25 that are on fixed income or have other reasons that make

1 them transit dependent.

2 And demographers project that most of the growth
3 in the Los Angeles area will be in and around downtown in
4 the next decade. It's also a large downtown. I mean,
5 this map gives you some scale of it, but the area we're
6 talking about is really a pretty large area to be able to
7 walk solely by foot, and there's a lot of grade issues,
8 for example, getting up the hill from Grand Ave where
9 there are significant grade issues that the streetcar
10 will address.

11 This is a little bit of timeline background
12 here. In 2006, led by the then Community Redevelopment
13 Agency, the City of L.A. did a feasibility study to look
14 at the practicality of whether a streetcar system could
15 work here. In 2009, L.A. Streetcar, Inc., the
16 organization I work for, was established, really driven
17 by the property owners who were interested in seeing this
18 potential explored further. In 2012, we performed an
19 alternatives analysis which was really designed to figure
20 out the optimal potential route for the streetcar using
21 federal guidelines at the time. And later in 2012, we
22 also created a special tax district known as the
23 Communities Facilities District to raise capital for the
24 capital of the project. Based on that success, which was
25 voted on by the downtown voters, the City in 2013

1 committed a significant amount of dollars for the
2 operation of the system over the life of the project, the
3 expected life of 30 years.

4 In 2014, the project was accepted into the
5 Federal Transit Administration's project development
6 pool. The FTA is essentially the branch of the U.S.
7 Department of Transportation that deals with transit
8 projects and would potentially be a source of grant
9 dollars for capital construction of the project.

10 In 2015, the City had an independent cost
11 estimate prepared by Aecom, a major consulting firm, and
12 that's been a big part of moving the project forward is
13 really trying to figure out how much it costs, where
14 those costs would come from, and as well looking at the
15 environmental impacts of the project.

16 So as mentioned, really today is one of the -- I
17 think the key focus for us is to try and get input on the
18 potential impacts of the project. The Draft
19 Environmental Impact Report is available at this website,
20 which is a bit of a long one. So if you're going to --
21 I'm happy to share with you afterwards, but you can also
22 find it if you Google search, or whatever your preferred
23 search engine is, the City of L.A.'s Bureau of
24 Engineering historic streetcar and I think you'll find
25 it.

13

1 The environmental review process actually began
2 shortly after the Community Facilities District was
3 created and the project was launched and back in 2013, it
4 was decided that we would prepare an Environmental Impact
5 Report. For a variety of reasons, we went through a
6 scoping process to get people's views on what issues
7 should be looked at, what should be studied in the EIR.
8 That was back in early 2013 and on June 24th of this
9 year, the final Draft EIR -- not final. The Draft EIR
10 was made available for public review. We're in that
11 review period right now, which goes, as I mentioned, to
12 August 8th. Once we get comments from the public, those
13 comments get addressed in the Final EIR, which we're
14 projecting to get out later this year, and then the EIR
15 gets adopted by the City by the end of the year; and in
16 the process, we have certification of the EIR.

17 So in looking at the project, as mentioned,
18 there are some different routes that we're analyzing.
19 CEQA, the California Environmental Quality Act, is the
20 body of law that essentially guides how you conduct
21 environmental review of projects in California and CEQA
22 requires that you look at what would happen if you didn't
23 do the project. So this is called No Build or No Project
24 Alternative. So one of the things studied in the EIR is,
25 you know, what would happen to downtown if there wasn't a

14

1 streetcar project? And that's the first alternative.
2 The other alternatives that are studied are
3 essentially the different potential route options. So
4 Alternative 2, for example, is looking at the project
5 going along 7th Street and including the Bunker Hill
6 spur.
7 Alternative 3 looks at 7th Street, the southern
8 7th Street alternative here without the Bunker Hill spur,
9 so simply terminating on 1st Street.
10 Alternative 4 looks at the 9th Street
11 alternative where the project heads east on 9th to Hill
12 Street rather than 7th Street over here, also including
13 the Bunker Hill spur.
14 And the last alternative studied is the
15 9th Street without Bunker, again just terminating on
16 1st Street.
17 The other thing that we looked at as part of the
18 project is the maintenance and storage facility proposed
19 that will be called the MSF site for the streetcars to be
20 housed for daily maintenance, cleaning, light maintenance
21 work, essentially. We've identified multiple locations
22 where there could be an MSF facility close to the
23 proposed route. There are four sites that are actually
24 identified in the EIR; however, the fourth one, 11th and
25 Olive Street on the west side, is no longer feasible

15

1 because that site's actually under construction for a
2 different type of project at the moment.
3 So ultimately one of the proposed sites will get
4 selected and move forward, but at the moment we're
5 studying the multiples -- we're studying all three in the
6 same way that we're studying the four different potential
7 routes for the site.
8 Just to give you some context of where those are
9 located along the route, you can see we have kind of a
10 couple towards the northern end and then originally two
11 at the southern end, but as mentioned, one of these is
12 out of the picture. So this is the Broadway and
13 2nd Street site, this is Hill Street and 5th, and then
14 this is the one that's still viable at 11th and Olive
15 towards the east side of that property.
16 Just to give you a little more detail on the
17 potential operations of the streetcar, and these are all
18 part of the project description that's analyzed in the
19 Draft Environmental Document, when we look at the
20 potential peak hours, what the headways would be, what
21 those hours of operation are likely to be, both during
22 the day and the evenings as well and Monday through
23 Friday as well as on the weekends.
24 The EIR looked at, as mentioned, a number of
25 topics that came out through the scoping discussions to,

16

1 you know, what are the issues of potential concern? And
2 there are several that are studied. Many of them are
3 probably familiar: Aesthetics, how the project will look
4 and affect the visual impact; the air quality impacts;
5 cultural resources; the energy usage for the project;
6 geology and soils since we would be doing some excavation
7 for construction; potential greenhouse gas emissions;
8 hazardous materials, again because we're potentially
9 excavating the soil; land use impacts associated with
10 constructing this new system; the potential noise; and
11 then transportation and traffic as well.
12 There's also a shorter list of topics that
13 weren't studied in detail. Just given the nature of the
14 system and where it's located, we didn't think issues
15 like agriculture really pertained to downtown
16 Los Angeles. And these are all listed in the EIR, so it
17 gives you a very specific discussion of what is included
18 and what is not studied in the EIR.
19 The EIR identifies -- the purpose of the EIR is
20 to identify the potential impacts and then determine
21 whether there is mitigation, meaning are there
22 techniques, measures, something that can be put in place
23 that would help bring down the potential environmental
24 impacts.
25 So there are certain impacts that would result

17

1 in potentially significant impacts, primarily related to
2 construction and generating noise and traffic-related
3 impacts. And then the MSF site itself may have potential
4 impacts. For example, at one of the locations, there is
5 a business that would be displaced if the MSF site is
6 built at that location. There are existing surface
7 parking lots that would be removed for development of the
8 MSF site and there are some land use and planning issues
9 as well. And then there are certain impacts which even
10 with available mitigation can be brought down to a level
11 that's less than significant; traffic in particular,
12 because the streetcar in certain locations, there will be
13 turn movements that would potentially slow down traffic.
14 In some cases, there is not identified mitigation
15 measures available. In some locations, for example,
16 potential impacts with bicycles, there are certain areas
17 where there's not the possibility of removing or reducing
18 those impacts even though there is a fair amount of
19 mitigation measures that have been identified to try and
20 ensure that bikes and streetcars can work compatibly in
21 the same block.
22 I'll just note that many of these locations,
23 these are locations where we don't have protected bike
24 lanes. There are other parts of downtown where there are
25 existing or proposed protected bike lanes where we

18

1 wouldn't have those impacts.
2 So I'll wrap up in a minute. You are welcome to
3 submit your comments today in either written or oral
4 form. We'll make the microphone available if you'd like
5 to provide oral comments and we will take all those and
6 transcribe them. You can also write them. We have cards
7 available. You can handwrite on the cards. You can take
8 the cards home with you and send them in at any time.
9 You can e-mail them to us or you can mail them, and they
10 will be sent to Mr. Jones in the City's Environmental
11 Group, Bureau of Engineering Department.
12 So here's the e-mail address and then the
13 physical address and I believe these are both listed on
14 the cards. So these are on the cards themselves if you
15 take that with you today.
16 So the next steps moving forward: As mentioned,
17 we'll take the public comments here today. We'll take
18 all the other written comments that we receive between
19 now and August 8th, and then all of those are compiled
20 and then they'll be responded to by the City in
21 evaluating the project. And one of the key features will
22 be selection of those different alternatives.
23 Essentially it will be what we call the locally preferred
24 alternative, the one that we recommend the City moves
25 forward with, which alignment, which MSF site seems the

19

1 most feasible, and then that Final EIR will move forward
2 to the City Council for certification later this year.
3 So with that, I invite anybody to come up for
4 comments. I think we have some comment cards. So I
5 believe -- does that mic work?
6 MS. FILGIOUN: Yes.
7 MR. TANGRI: So if you want to come up and just speak
8 into that mic, that way we make sure we get an accurate
9 record of your comments. And Clarissa has additional
10 cards if you want to either grab a card for written
11 comments or if I'd like to speak today.
12 MR. BROWN: May I ask a question? Are we not going
13 to be able to ask you guys questions and you answer?
14 You're the experts. We're here to talk to you and find
15 out what's going on. Are we just going to speak to
16 ourselves and then write things down and we all go happy.
17 Is that what it is?
18 MR. TANGRI: Yeah. So the question was will he get a
19 chance to ask us questions and have us answer. If you
20 have specific questions, there are folks from the
21 streetcar team here who can address them from you; but
22 really the way the CEQA process works, you submit a
23 comment and you get a written response as part of the
24 Final EIR.
25 So as I said, we're accepting comments today.

20

1 We really do want to hear from you and then you'll get a
2 formal response, a detailed written response, as part of
3 the EIR, as the Final EIR.
4 MR. BROWN: All right.
5 MR. TANGRI: So I've got David Brown.
6 MR. BROWN: That's me. I had my two comments
7 already. Next? Shall I just sit here or go over there?
8 MS. FILGIOUN: So, Mr. Brown, if you wouldn't mind
9 going up to the microphone so the court reporter can hear
10 you.
11 MR. BROWN: Oh, I might get arrested.
12 Hi. My name is David Brown and I don't quite
13 know where to start with this thing. I really don't.
14 I've never heard so much hyperbole since they told me the
15 Titanic was unsinkable.
16 This is ridiculous. It's absolutely ridiculous.
17 It doesn't make no sense at all. When we arrived, we
18 were told we're starting late because of the traffic. I
19 don't believe you guys. I know in all the pictures we
20 keep seeing, there's not a car in sight. It's all this
21 wonderful plaza, not a car, just a nice little streetcar
22 coming there.
23 I live downtown. I live on 8th and Maple. I've
24 been here ten years, just off Skid Row. The street in
25 front of me is a major artery down to the 110. Every

1 night it is jammed with traffic coming up. It takes -- I
 2 timed it. It takes over an hour to go from -- to go
 3 about 12 blocks to the freeway. 7th Street, which you
 4 say you're considering, is the same thing. It's a major
 5 artery for buses. We have a great system here already
 6 called the Dash, which hardly any local residents use
 7 anyway, and I haven't seen any tourists riding because
 8 tourists walk around.

9 And this thing doesn't seem to go anywhere.
 10 It's like being in Disneyland. It just drives around in
 11 a little circle and we look around. And you talk about a
 12 billion dollars in your original report of economic
 13 activity. Wow, people are going to rush to L.A. to ride
 14 on a streetcar that's probably made in Japan or Germany.
 15 To see what? It's going down Broadway. It's just a
 16 street full of stores that are full of crap. No one is
 17 going to sit in traffic looking at all these stores.
 18 People are going to get off and walk. Originally, in the
 19 original report, they said that the traffic speed of the
 20 streetcar would be about two and a half miles an hour.
 21 Now you conveniently increased it to six or even 30 miles
 22 an hour. That would be very interesting. I've never
 23 been able to see, walking up 7th or walking down
 24 Broadway, walking any of these streets, traffic moving
 25 more than five or six miles an hour. People can get off

1 these City events and I'm still finding my way, but in
 2 the other ones it was obvious that the decision had
 3 already been made and these meetings were really just
 4 kabuki. So has this been made already? Is this a done
 5 deal? A simple question. Yes or no?

6 MR. TANGRI: As I mentioned, this is for you to give
 7 your comments, not for us to answer questions.

8 MR. ELGAS: Yeah, but you said you would answer
 9 simple questions.

10 MR. BROWN: Just talk. They're not listening. Just
 11 talk. It's a done deal. Just keep talking then.

12 MR. ELGAS: There's no point in that. This is silly.

13 MR. BROWN: I'd like to hear you.

14 MR. ELGAS: If you're not here to engage in the
 15 community, this is just a waste of everyone's time so you
 16 can put a check mark in the box.

17 MR. BROWN: I agree.

18 MR. ELGAS: You should be ashamed of yourself.
 19 You're full of shit.

20 MR. TANGRI: As mentioned, you're entitled to a
 21 formal written response which you will get to your
 22 question. I'll invite you to take another two minutes if
 23 you'd like to state a more formal question.

24 MR. ELGAS: Well, you told us just two seconds ago
 25 that you would answer simple questions. I asked you a

1 and walk, and that's what I do sometimes. I ride the
 2 buses. I have a car, but I hardly ever use it. I ride
 3 the buses and I know. Sometimes I'm getting off because
 4 I can walk faster. Maybe at 2:00 in the morning there'll
 5 be traffic -- there'll be no traffic and you can travel
 6 at 30 miles an hour. I doubt it. And you're telling me
 7 you're going to drive these things at 30 miles an hour
 8 down these streets? You're crazy. Even the Expo Line
 9 and the Gold Line is not allowed to run that speed when
 10 it's going through out to Pasadena or out to USC.
 11 There's a speed restriction of 20 miles an hour. There
 12 are certain things --

13 MR. SHAHMIRZADI: Time.

14 MR. BROWN: -- that I've read here. I'm sure my two
 15 minutes is up; right?

16 MR. SHAHMIRZADI: Yes.

17 MR. BROWN: Okay. I've got a list of this stuff.
 18 This project is ridiculous and it's a white elephant and
 19 we the taxpayers living in the city will be paying for it
 20 forever.

21 MR. ELGAS: Thank you.

22 MR. SHAHMIRZADI: Thank you.

23 MR. TANGRI: Thank you, Mr. Brown.

24 Next, David -- is it Elgas, E-l-g-a-s?

25 MR. ELGAS: Yeah. So this is my third time at one of

1 "yes" or "no" question. I don't know why that was so
 2 complicated for you to answer.

3 MR. TANGRI: Sorry. So if your question is Is the
 4 City already committed to doing this, the answer is no,
 5 the City is not recommitted. The environmental review
 6 process is one part of the decision-making process.

7 MR. ELGAS: So thanks for that. So what then affects
 8 the decision?

9 MR. TANGRI: I'm sorry. Mr. Elgas, I'm not going to
 10 go back and forth with you. I'm just trying to explain
 11 to you that we'll give you a written -- a formal written
 12 response or, if you'd like, you're welcome to come talk
 13 to me off-line.

14 MR. ELGAS: Well, what point is that? We're all here
 15 because we have an investment with this. If you're not
 16 going to engage us in discussion, what's the point?

17 MR. TANGRI: Thanks. I will comment that we've had
 18 several public meetings on this project that are
 19 different from the CEQA comment meeting. We described
 20 what the CEQA comment process is. CEQA, as California's
 21 dominant environmental law, has certain restrictions that
 22 are required as a city to follow and that's what we're
 23 complying with. We've had other opportunities and we
 24 will have future opportunities to more broadly engage in
 25 the project.

1 MR. ELGAS: Is that after it's been decided upon?
 2 You brought us out here. We showed up in good faith.
 3 MR. BROWN: And you've got all these different routes
 4 that may be going. I mean, how can we -- how do we
 5 comment on something when we don't know where the damn
 6 thing is going? Maybe going down 7th, maybe down 9th,
 7 maybe here, maybe there, maybe a spur. So how the hell
 8 can we comment on something we don't know anything about
 9 yet?
 10 Hope you took that down. Next?
 11 MR. TANGRI: Clarissa, do you have any other --
 12 MS. FILGIOUN: I beg your pardon?
 13 MR. TANGRI: Do we have any other --
 14 MS. FILGIOUN: No, we don't have any other comments.
 15 MR. ELGAS: It doesn't matter. You're not going to
 16 answer questions.
 17 MR. BROWN: I guess that says it all, doesn't it?
 18 MR. ELGAS: A complete waste of time, generally.
 19 MS. FILGIOUN: Why don't you go up and state your
 20 name and give it to us afterwards, if you don't mind.
 21 MR. GARY: Thank you. Hello. My name is Ben Gary.
 22 I'm actually neighbors with David. I think David
 23 probably recognizes me.
 24 MR. BROWN: Oh, yeah, I do.
 25 MR. GARY: So I'll be the contrarian here, I guess.

1 That seems to be my nature. I actually am very in favor
 2 of the streetcar, so I'll start. I'll be the positive
 3 one. If David and the other gentleman want to attack,
 4 feel free, but I think it's a great idea.
 5 I think my preference would be, my comment would
 6 be, take it down 7th Street so that if you want to
 7 ride it -- I would ride it quite a bit. I also walk a
 8 lot like David does.
 9 David, I don't know if you noticed my three
 10 motorcycles in the garage. Yeah? I ride motorcycle.
 11 Have you noticed my two bicycles in the garage? I have
 12 one of them here tonight. So I ride bicycle. I ride
 13 motorcycle. I ride scooter. I walk. I run. I don't
 14 ride the bus. I think bus is pointless because bus is
 15 you're subject to the same traffic pattern as the car, so
 16 I get really -- I'm already riding the Expo to
 17 Santa Monica; hop on my bike on the bus and I can ride up
 18 and down the beach. So rail to me is a lot smarter than
 19 bus because when I'm sitting in a bus and I'm sitting in
 20 traffic, I'd be just like David here. I'd be getting off
 21 the bus and walking. So I think light rail, streetcar,
 22 is a great idea. I like the idea of going up 7th Street
 23 because you can -- if you want to ride it in proximity,
 24 there's obviously a lot of restaurants on 7th and if you
 25 want to ride it in proximity to other things that's

1 further north than 7th, it makes more sense to me.
 2 If there's money in the budget to do the Grand
 3 Avenue leg, I think that would be excellent, too. But in
 4 the overall scheme of things, yes, it's going to cost --
 5 I'm a homeowner. It's going to cost us all probably a
 6 lot of money, but if we don't spend a little bit of
 7 money, the City's never going to get better.
 8 So that's my comment.
 9 MR. TANGRI: Thank you.
 10 Anyone else? Even if you haven't submitted a
 11 card, you're welcome to come up and speak.
 12 UNIDENTIFIED SPEAKER: I just have a quick question.
 13 What's the projected build-out year for the system?
 14 MR. TANGRI: Ryan, do you want to address that?
 15 MR. BROWN: 2020.
 16 MR. LEADERMAN: I think in 2020.
 17 MR. SHAHMIRZADI: It will be completed by 2020,
 18 December 2020.
 19 MR. TANGRI: Completion year is by 2020 in the Draft
 20 EIR.
 21 UNIDENTIFIED SPEAKER: Thank you.
 22 MR. GIBBS: Well, my name is Curtis Gibbs. I live in
 23 Long Beach, California and I work in downtown
 24 Los Angeles, for 30 years, and I actually had the
 25 opportunity for the Redevelopment Agency to be the lead

1 on this project from inception to the time that the State
 2 shut the Redevelopment Agency down to unwind it and I
 3 just want to indicate it is actually remarkable that over
 4 a ten-year period we're able to take an idea that a group
 5 of people had promoted here early on, to take it through
 6 every single one of these steps; and over the course of
 7 time, there's been actually many public discussions and
 8 opportunities to meet with various consulting teams, to
 9 meet with the nonprofit. There's been activity relative
 10 to the formation of the Community Facilities District.
 11 So there's been lots of opportunities to discuss the
 12 project and that actually the project itself will be even
 13 further discussed.
 14 But one of the major -- the great things about
 15 the streetcar project is that it really is a mobility
 16 issue and what Ford Witstar (phonetic) had noticed was
 17 the number of seniors that starting making use of it
 18 because it's very easy to get onto the streetcar. You
 19 probably all notice buses going by seniors waiting or
 20 people in wheelchairs at bus stops, and so this is a
 21 very, very easy on and off. It's going to continue to
 22 transform Broadway and finish it off and they say it will
 23 be one of the major success stories of downtown. In
 24 fact, in some ways, it will be one of the legacies of the
 25 Redevelopment Agency left to the city. Thank you.

1 MR. TANGRI: Thank you, Mr. Gibbs.
2 Any other takers? If not, I'll simply remind
3 everyone, as I mentioned earlier, we are accepting
4 comments through August 8th. This is the only planned
5 meeting to accept oral comments, but written comments are
6 welcome. Both the oral comments submitted today and any
7 written comments either today or any time before
8 August 8th will all be included in the EIR. The actual
9 comments will be available for the decision makers to
10 read specifically what people had to say in support, in
11 opposition, identifying specific issues, raising
12 questions. And as mentioned, in the Final EIR, we will
13 provide a written response to each of the specific
14 questions or issues that are raised in each comment.
15 Once again, that's the e-mail address where you
16 can send comments before August 8th, or the mail address.
17 And with that, we thank you for coming.
18 So we do have comment forms you can take with
19 you that have the addresses available. So you can take
20 that with you. Whether you submit separately or not,
21 that will give you the contact information. Thank you.
22 (Public comments concluded at 7:10 p.m. and
23 public hearing concluded at 8:00 p.m.)
24
25

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