

**STATUS OF ENVIRONMENTAL
MITIGATION MEASURES FOR
LOS ANGELES METRO (RED LINE) PROJECT**

MINIMUM OPERABLE SEGMENT (MOS-1)

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**for the
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U. S. Department of Transportation**

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STATUS OF ENVIRONMENTAL
IMPACT MITIGATION MEASURES FOR
LOS ANGELES METRO RED LINE PROJECT

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INTRODUCTION

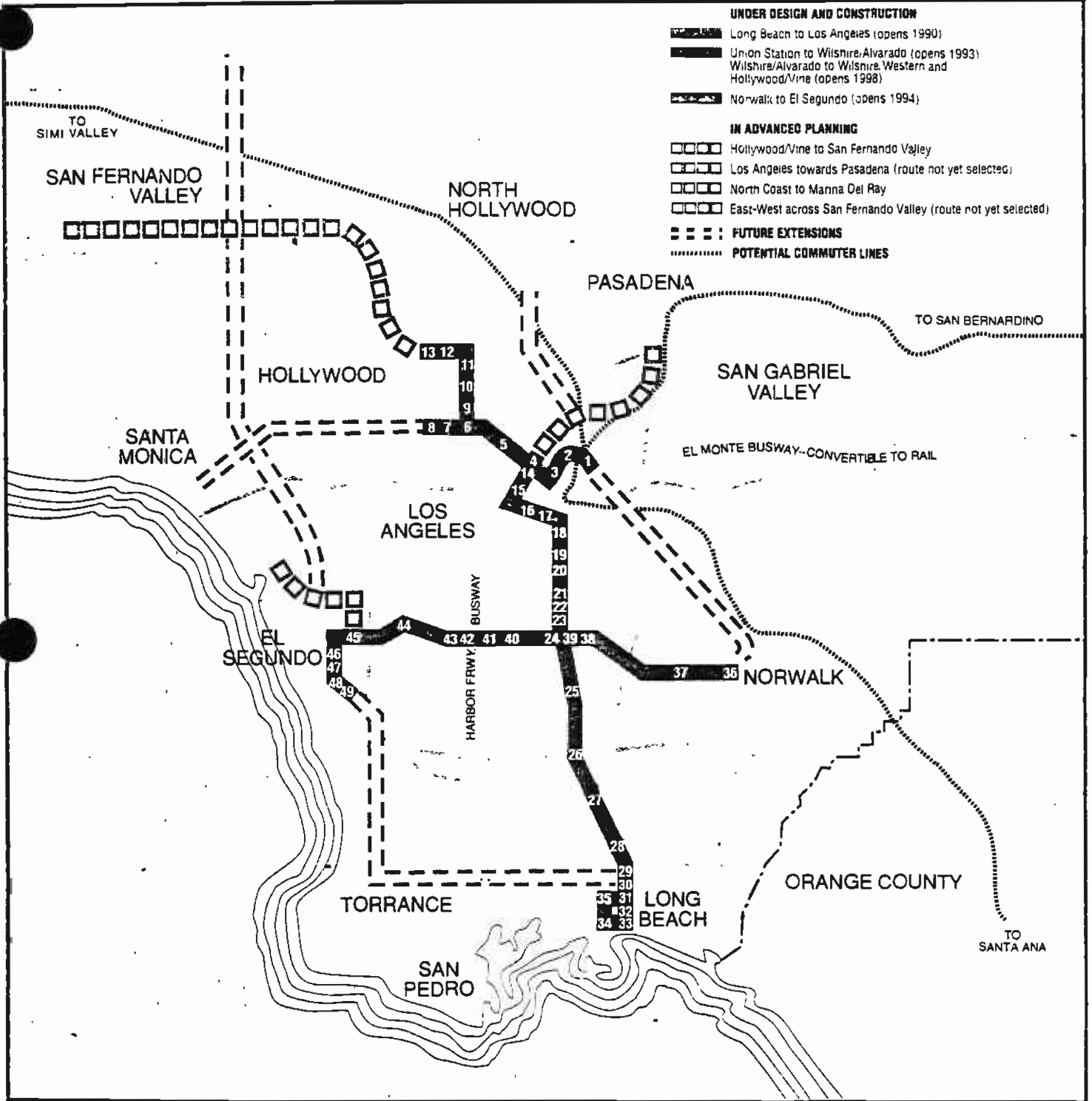
The Los Angeles Metro Red Line Project is the backbone of a 150-mile transit system approved by Los Angeles County voters as Proposition A in 1980 and shown in Figure 1. The first 4.4 miles of the Metro Red Line Project, shown in Figure 2, is known as the Minimum Operable Segment (MOS-1) and will run from the yard and shops near Union Station to the Wilshire/Alvarado Station. This report has been prepared in fulfillment of a requirement of Section 3A of the Full Funding Contract (FFC) for the construction of MOS-1, between the Urban Mass Transportation Administration and the Southern California Rapid Transit District (District), dated August 27, 1986.

BACKGROUND

In 1983, the District and the Urban Mass Transportation Administration (UMTA) published a Final Environmental Impact Statement (FEIS) containing measures to mitigate impacts of the 18.6 mile Metro Red Line Project on the environment. In May 1984, UMTA informed the SCRTD there were insufficient federal funds to construct either the full 18.6 or the 8.8 mile rail alternatives evaluated in the FEIS. SCRTD subsequently determined that a 4.4 mile transit project from Union Station to the Wilshire/Alvarado Station on the original proposed system would be consistent with federal funding constraints and would perform an important, independent function in alleviating severe downtown traffic congestion. In August 1984, an Environmental Assessment (EA) was prepared to analyze the effects of terminating the line at Wilshire/Alvarado. The EA, along with the Comments and Responses Addendum, contained additional mitigation measures.

On September 13 and October 25 of 1984; in connection with a lawsuit challenging the adequacy of the Final Environmental Impact Report (FEIR), the District's Board of Directors clarified fifteen findings made in their November 10, 1983 Statement of Findings. The clarified findings amplified certain project mitigation measures and the rationale for selecting the Locally Preferred Alternative. In March 1985, an explosion and fire occurred near Third Street and Fairfax Avenue as a result of methane gas seeping from underground sources. This incident was

Los Angeles County Rail Transit Plan



STATION LOCATIONS

Red Line-Union Station to Wilshire/Alvarado

1. Union Station
2. 1st St./Hill St. (Civic Center)
3. 5th St./Hill St.
4. 7th St./Flower St.
5. Wilshire Blvd./Alvarado St.
6. Wilshire Blvd./Vermont Ave.
7. Wilshire Blvd./Normandie Ave.
8. Wilshire Blvd./Western Ave.
9. Vermont Ave./Beverly Blvd.
10. Vermont Ave./Santa Monica Blvd.
11. Vermont Ave./Sunset Blvd.

12. Hollywood Blvd./Western Ave.
13. Hollywood Blvd./Vine St.

Blue Line-Long Beach to Los Angeles

14. 7th St./Flower St.
15. Pico Blvd./Flower St.
16. Grand Ave./Washington Blvd.
17. San Pedro St./Washington Blvd.
18. Washington Blvd./Long Beach Ave.
19. Vernon Ave./Long Beach Ave.
20. Slauson Ave./Long Beach Ave.
21. Florence Ave./Graham Ave.
22. Firestone Blvd./Graham Ave.
23. 103rd St./Grande Ave.
24. Imperial Hwy./Wilmington Ave.

25. Compton Blvd./Willowbrook Ave.
26. Artesia Blvd./Alameda St.
27. Del Amo Blvd./Santa Fe Ave.
28. Warlow Rd./Pacific Ave.
29. Willow St./Long Beach Blvd.
30. Pacific Coast Hwy./Long Beach Blvd.
31. Anaheim St./Long Beach Blvd.
32. 6th St./Long Beach Blvd.
33. 1st St./Long Beach Blvd.
34. 1st St./Pine Ave.
35. 8th St./Pacific Ave.

Green Line-Norwalk to El Segundo

36. S. Leebaker Rd./605 Fwy.
37. Leewood Blvd./Imperial Hwy.

38. Long Beach Blvd./Imperial Hwy.
39. Imperial Hwy./Wilmington Ave.
40. Avalon Blvd./117th St.
41. 110 Fwy./117th St.
42. Vermont Blvd./117th St.
43. Crenshaw Blvd./119th St.
44. Hawthorne Blvd./111th St.
45. Aviation Blvd./Imperial Hwy.
46. Mariposa Ave./Nash St.
47. El Segundo Ave./Nash St.
48. Douglas St.
49. Freeman Ave.

investigated by a task force of the City of Los Angeles. The incident raised issues about the safety of the Metro Red Line Project which were explored by an SCRTD in-house board of review and an Independent Review Board appointed by the District.

In December 1985, the U.S. Congress passed a resolution requiring the District to study the potential methane gas risks relating to the proposed alignment of the Metro Red Line Project beyond MOS-1 and to avoid tunneling into or through areas identified as "potential risk" or "potential high risk" zones. A Los Angeles City Task Force report, dated June 10, 1985, identified these zones. The Los Angeles City Council established an Independent Technical Review Committee to evaluate the safety of the design and construction methods for MOS-1, with specific references to geology, methane gas, seismic, safety equipment and construction methods. In a January 1986 report, the Committee proposed recommendations to improve the safety of design and construction for the Metro Rail Project. These 14 recommendations were adopted by the Board of Directors of the District on February 13, 1986.

Section 3A of the FFC (Mitigation Measures) incorporates by reference the mitigation measures described in the FEIS, dated December 1983; the Environmental Assessment of August 1984 and the Comments and Responses Addendum dated October 1984; and the Reevaluation of Environmental Record, dated August 1986. The FFC requires the mitigation measures to be implemented as part of the Metro Red Line Project. The FFC also provides that where options are still being considered, the District and UMTA will mutually decide on the measures. The District and UMTA will use the scheduled quarterly review meetings to review the progress in implementing adopted mitigation measures and to reach decisions among options. The District may not withdraw or substantively change any of the adopted mitigation measures without the express written approval of UMTA.

The mitigation measures status report provides a comprehensive listing of all of the mitigation measures in the following documents:

U.S. Urban Mass Transportation Administration and Southern California Rapid Transit District, Final Environmental Impact Statement for the Los Angeles Rail Rapid Transit Project, December 1983.

_____, Environmental Assessment for the Los Angeles Rail Rapid Transit Project, Union Station to Wilshire/Alvarado, August 1984.

, Comments and Responses on the Environmental Assessment for the Los Angeles Rail Rapid Transit Project, Union Station to Wilshire/Alvarado, October 1984.

, Reevaluation of the Environmental Record for the Los Angeles Metro Rail Project (Minimum Operable Segment), August 5, 1986.

Southern California Rapid Transit District, Clarifications of Findings with Respect to Metro Rail Project (COF) adopted by the Board of Directors on September 13, 1984 and on October 25, 1984.

, Independent Board of Review, Design, Construction and Operation in Gaseous Areas, October 31, 1985.

, Resolution to Incorporate in the Metro Rail Project (MOS-1) the Recommendations of the City's Independent Technical Review Committee, February 13, 1986.

ORGANIZATION AND FORMAT OF THE REPORT

This report provides the status of current mitigation measures which are updated quarterly. When a mitigation measure has been completed and no further action is needed this is stated under the Future Action section and the measure is dropped from subsequent reports. Previous editions of the report can be referred for review of these measures.

The mitigation measures are grouped into the following major categories. Abbreviation letters that are used to number mitigation measures in each category are also shown.

<u>Category</u>	<u>Abbreviation</u>
Traffic and Parking	TP
Feeder Bus Operation	FB
Land Use, Social and Economic	LU
Safety and Security	SS
Sub-Surface Conditions	SC
Aesthetics	A *
Noise and Vibration	NV
Air Quality	AQ
Energy	E
Geology and Hydrology	GE
Construction	C
Cultural Resources	CR

* At UMTA's request, the mitigation measures relating to Art - in - Transit have been moved from the Safety and Security section to the Aesthetics section.

Each adopted mitigation measure is assigned a number within the major categories. Each numbered mitigation measure is followed by a reference to the document(s) in which the measure is required, the document which implements the measure, the status of implementing the measure, and future actions needed.

The Reference section indicates in which of the above environmental documents, the mitigation measures are found.

The Implementation section indicates what contract, permit, correspondence, procedure manual, or agreement will implement the mitigation measure. MOS-1 is divided into thirty-five Construction Contract Units and is supported by the Project Archaeologist Contract. Most of the mitigation measures apply to the Construction Contract Units, shown in Figure 2. The contract units are also described in detail in the Contract Unit Descriptions Report dated June 1988.

The Status section provides the current reporting period status of the mitigation measure, from September 1989 to February 1990. Status changes have been underlined for easy reference.

The Future Action section indicates what action is pending, if known, or what action must be accomplished before the mitigation measure can be completed.

A summary table is provided at the beginning of the report, which lists the mitigation measures and indicates if they are completed, nearing completion or will be completed in the long term. It will be changed as mitigation measures are finalized.

SUMMARY STATUS OF MITIGATION MEASURES

Following is a list of numbers of all MOS-1 mitigation measures and their current status. An asterisk besides a number denotes measures that have had action since the last report.

Mitigation Measures	Date Completed	Nearing Completion	Long Term
TP1	Dec. 83		
TP2	Jan. 85		
TP3	Dec. 85		
TP4	Dec. 85		
TP5	Jan. 87		
TP6	Dec. 85		
TP7	Dec. 85		
TP8	Dec. 85		
TP9	Dec. 85		
* TP10			x
TP11	Nov. 86		
TP12	Feb. 87		
TP13	Sep. 86		
TP14			x
TP15	Nov. 84		x
TP16			x
TP17			x
TP18	Sep. 87		
TP19			x
TP20			x
TP21	Oct. 84		
TP22	Oct. 84		
TP23	Oct. 84		
TP24	Oct. 84		
TP25	Oct. 84		
* TP26			x
TP27			x
TP28	Apr. 86		
TP29			x
FB1			x
FB2	Mar. 85		
FB3	Mar. 85		
FB4			x
FB5			x
* LU1			x
* LU2			x
* LU3			x

SUMMARY STATUS OF MITIGATION MEASURES (CONT.)

Mitigation Measures	Date Completed	Nearing Completion	Long Term
LU4	June. 89		
* LU5a			X
LU5b	Dec. 83		
LU5c			X
* LU5d			X
* LU5e			X
LU5f			X
LU5g	Oct. 84		
LU5h			X
* LU5i			X
LU5j	Dec. 83		
LU6			X
LU7			X
SS1	Dec. 86		
SS2	Dec. 85		
SS3	Dec. 83		
SS4	Aug. 85		
SS5	Dec. 86		
SS6	Dec. 86		
SC1	Sep. 86		
SC2	Mar. 87		
SC3	Sep. 86		
SC4	Sep. 86		
SC5	Mar. 87		
SC6	Apr. 87		
SC7	Aug. 88		
SC8	Aug. 86		
SC9	Jun. 89		
SC10	Jun. 89		
SC11	Jun. 89		
SC12	Feb. 86		
SC13	Feb. 87	LACMTA LIBRARY	
SC14	Jul. 86		
SC15	May 86		
SC16	Dec. 86		
SC17	May 86		
* SC18			X
SC19	Sep. 86		
SC20	Sep. 86		
SC21	Dec. 86		
SC22	Apr. 87		
SC23			X
SC24	Aug. 85		
SC25	Dec. 86		
SC26	Dec. 86		
SC27	Dec. 86		
SC28	Sep. 86		
SC29	Sep. 86		

SUMMARY STATUS OF MITIGATION MEASURES (CONT.)

Mitigation Measures	Date Completed	Nearing Completion	Long Term
SC30	Sep. 86		
SC31	Dec. 86		
SC32	Dec. 86		
SC33	Dec. 86		
SC34	Dec. 86		
SC35	Dec. 86		
SC36	Dec. 86		
SC37	Dec. 86		
SC38	Sep. 86		
SC39	Dec. 86		
SC40	Jun. 89		
SC41	Sep. 86		
* A1			X
A2			X
* A3			X
NV1	Sep. 86		
NV2	Sep. 86		
NV3	Sep. 86		
NV4	Sep. 86		
NV5	Sep. 86		
NV6	Sep. 86		
NV7	Sep. 86		
NV8	Nov. 84		
NV9	Sep. 86		
NV10	Nov. 84		
NV11	Nov. 84		
NV12	Jun. 89		
NV13	Feb. 87		
AQ1	Feb. 85		
AQ2			X
AQ3			X
AQ4	Sep. 86		
AQ5	Sep. 86		
AQ6	Sep. 86		
AQ7	Sep. 86		
AQ8	Sep. 86		
AQ9	Sep. 86		
AQ10	Sep. 86		
AQ11	Sep. 86		
E1	Dec. 86		
E2	Dec. 86		
E3	Dec. 86		
E4	Dec. 85		
E5	Dec. 86		
E6	Dec. 85		
E7	Dec. 86		
E8	Dec. 86		
E9	Dec. 87		
E10	Dec. 84		
E11	Dec. 86		

SUMMARY STATUS OF MITIGATION MEASURES (CONT.)

Mitigation Measures	Date Completed	Nearing Completion	Long Term
E12	Dec. 86		
E13	Dec. 84		
E14	Feb. 87		
GE1	Mar. 87		
GE2	Aug. 84		
* GE3			X
GE4	Nov. 84		
C1	Jul. 85		
C2	Dec. 85		
C3	Jul. 85		
* C4			X
CR1		X	
CR2		X	
CR3	Feb. 84		
CR4		X	
CR5	Jun. 89		
CR6	Nov. 86		
CR7			X
CR8	May 85		
* CR9			X
CR10	Mar. 87		
CR11	May. 85		
CR12	Mar. 87		
CR13	Mar. 87		
CR14	Mar. 87		
CR15	Mar. 87		

* Denotes measures that have had action since last report

STATUS OF ENVIRONMENTAL MITIGATION MEASURES

TRAFFIC AND PARKING (TP)

During Construction

Mitigation Measure TP10. Provide community with announcements of construction procedures, traffic control plans, schedules and what to expect.

- A. Reference: FEIS, Page 3-174
- B. Implementation: All Contract Segments
- C. Status: During this reporting period, both Metro Rail Field Offices continued to operate as well as our construction hotline number 1-800-852-9994. The hotline number provides 24-hour information on current and future construction activities and weekly status of street closures and detours and responds to specific questions and concerns.

The Districts Construction Management Consultant's Community Relations Department continued to provide emergency response and traffic control assistance, site visits and tours of the construction areas, and responses to media requests. During this period 116 inquiries/complaints were processed for a to-date total of 1239 since September 1986. Tenants and public concerns generally include traffic access, noise problems, traffic/pedestrian accidents, street closures and lane restrictions, and coordination for special tenant activities.

During this period 30 site visits/tours were coordinated including visits by UMTA Administrator Brian Clymer and Legal Council Steve Diaz, California State Assemblywoman Lucille Roybal-Allerd, LA City Councilman Zev Yaroslavsky and the UMTA Quarterly Review Committee.

To address traffic matters, joint field inspection tours were made jointly by L.A. D.O.T. and PDCD staff several times month in this quarter. Field reports were prepared

which documented the problems such as pot holes, faded striping and missing signs and corrective action.

- D. Future Action: The District will monitor the activities of contractors and coordinate with agencies, organizations, and individuals during construction. The District will continue to operate both field offices, the construction hotline, and the proactive communications programs.

Measure TP14. Provide traffic signalization at the Ramirez Street, Vignes Street and Santa Ana Freeway on/off ramp intersection with the entrance to the Union Station Park/Ride lot.

- A. Reference: Same as TP13A above
- B. Implementation: Contract A-138
- C. Status: No activity in this reporting period.
- D. Future Action: Design of the A-138 contract is scheduled to begin in July, 1990. The District will transfer the approved drawings to this contract at that time.

Mitigation Measure TP15. Provide two outbound and three inbound lanes for the driveway to the Union Station Park/Ride lot. Construct driveway entrance with 30' curb radii.

- A. Reference: Same as TP13A above
- B. Implementation: A-138
- C. Status: No activity in this reporting period.
- D. Future Action: These mitigation measures will be transferred to Contract A-138, which will be designed starting in July, 1990.

Mitigation Measure TP16. Reconstruct the on and off ramps to the Santa Ana Freeway to streamline entrance to the park-n-ride lot.

- A. Reference: Same as TP13A above

- B. Implementation: A-138
- C. Status: No activity in this reporting period.
- D. Future Action: The District will transfer the approved drawings to this contract in July, 1990.

Mitigation Measure TP17. Reconstruct the dividing island at the Ramirez Street, Vignes Street and Freeway on/off ramps or widen the ramps to provide a left turn pocket lane and two northbound lanes at the entrance to the Union Station east parking lot.

- A. Reference: FEIS, Page 3-23
Same as TP13A above
- B. Implementation: A-138
- C. Status: Same as TP16C above.
- D. Future Action: Same as TP16D above.

Mitigation Measure TP19. Widen Macy Street from 28' to 40' half width and install an eastbound right turn lane on Macy Street at Vignes Street. Make the transition from 28' to 40' street half width via an 80' long reverse curve beginning at the east portal of the underpass and continuing easterly to Vignes Street.

- A. Reference: Same as TP13A above
- B. Implementation: A-138
- C. Status: No activity in the current reporting period.
- D. Future Action: Same as TP16D above.

Mitigation Measure TP20. Make the curb return radius at the south-west corner of Macy and Vignes Streets 35'.

- A. Reference: Same as TP13A above
- B. Implementation: A-138
- C. Status: No activity in the current reporting period.
- D. Future Action: Same as TP16D above.

Mitigation Measure TP26. Encourage or require employer-sponsored ride-share or transit incentive programs to reduce potential parking usage.

- A. Reference: FEIS, Page 3-31
- B. Implementation: In coordination with other agencies and private firms.
- C. Status: Activities in this reporting period consist of the following:

The District responded to 9 Environmental Impact Reports for projects to be located within the Central Business District during the last six months. Mitigation measures suggested in the various responses included the reduction of on-site parking, encouragement of employer-subsidized centrally located information racks for distribution of car pool, van pool and bus schedule information, and preferential parking areas for car and van pools.

The District is coordinating the efforts for a peripheral parking program with the Los Angeles Community Redevelopment Agency to provide parking next to Union Station. This parking is projected to be built by developer as off-site parking. Parking is expected to include spaces solely for the use of transit patrons.

The District has completed and submitted a Trip Reduction for the Headquarters building to comply with the South Coast Air Quality Management District Rule XV.

- D. Future Action: The District will coordinate development of programs with the SCAQMD, the City of Los Angeles, and the CRA as operations near.

Mitigation Measure TP27. Encourage developers and employers to take advantage of the City's new parking management plan to reduce the cost of and the need for parking.

- A. Reference: FEIS, Page 3-31
- B. Implementation: Coordination with other agencies.
- C. Status: Same as TP26C above.

D. Future Action: Same as TP26D above

Mitigation Measure TP29. Provide facilities for bicycle parking at Union Station.

A. Reference: FEIS, Page 3-32

B. Implementation: A-138

C. Status: No action in this reporting period.

D. Future Action: They will be moved to Contract A-138 which will be designed starting in July, 1990.

FEEDER BUS OPERATION (FB)

Mitigation Measure FB1. Coordinate with SCRTD Bus Planning the re-routing of east-west local buses that will terminate at the Alvarado Station on Westlake Avenue.

- A. Reference: EA, Pages 37 and 38
- B. Implementation: Bus Planning arranges for changes in bus routes
- C. Status: No action in this reporting period.
- D. Future Action: The District will monitor construction and execute bus line changes as the start of rail operations approaches.

Mitigation Measure FB4. Coordinate with LADOT to restrict left turn movements at Alvarado Station from all directions except for buses.

- A. Reference: EA, Page 37
- B. Implementation: Applies to traffic operations
- C. Status: No action in this reporting period.
- D. Future Action: The District will coordinate with internal departments and LADOT as the start of operations nears.

Mitigation Measure FB5. Additional measures are proposed for decision by LADOT and SCRTD. They include eliminating on-street parking on both sides of Alvarado Street and eliminating on-street parking on west side of Westlake Avenue in the vicinity of the station.

- A. Reference: EA, Page 37
- B. Implementation: Applies to traffic operations.
- C. Status: No action in this reporting period.
- D. Future Action: The District will coordinate with LADOT as the start of operations nears.

LAND USE, SOCIAL AND ECONOMIC (LU)

Mitigation Measure LU1. Develop residential projects on commercially zoned land.

- A. Reference: FEIS, Pages 3-63, 64
- B. Implementation: This measure is accomplished outside of the construction contracts through coordination with other agencies.
- C. Status: As part of the Wilshire/Alvarado Station Area Specific Plan, the District has proposed the inclusion of residential units on commercially zoned land. Developers will be granted bonuses in project density for including housing within commercially zoned areas. The Plan was presented to the City of Los Angeles Planning Commission on September 7, 1989. The City Planning staff included the SCRTD recommendation for housing bonuses as a mechanism for increased project density. The Draft Plan was remanded to the City Planning staff for revisions after the hearing. The revised Plan includes housing density bonuses.
- The Watt City Center in City West was approved by the City Council after the developer agreed to build 80 units of relocation housing concurrent with construction of the project's first of two towers.
- The District issued a Request for Interests and Qualifications (RFIQ) for six District owned sites. Three of the sites are Metro Rail properties including the Wilshire/Alvarado station and the Union Station site. It is assumed that development proposals for this station area will include housing.
- D. Future Action: The District will continue to coordinate with the CRA and Los Angeles Department of Planning to insure residential development is included in station areas.

Mitigation Measure LU2. The District and the Community Redevelopment Agency will identify historic and cultural properties that could be affected by the indirect effects of increased developmental pressures resulting from the subway project. They will consider these properties in the planning process for the Station Area Specific Plans for MOS-1.

They will examine areas where indirect effects on historic and cultural properties are expected in consultation with the SHPO, the Los Angeles Cultural Heritage Board and interested local groups.

They will include mechanisms for the preservation of significant historic and cultural properties in the MOS-1 Station Area Specific Plans.

The SCRTD and private developers will cooperate with the CRA's preservation program.

- A. Reference: FEIS, Pages 3-66, 67
FEIS, Pg 4-29, 30 (Section V, Memorandum of Agreement)
EA, Pages 49 and 50
COF, October 25, 1984, Page 21
- B. Implementation: This measure is accomplished outside of the construction contracts.
- C. Status: Progress to date in the current quarter consists of the following:

The Million Dollar Theatre Building at Third and Broadway is to be modernized along with substantial changes to the majority of the rest of the block. The owners of these properties have recieved \$2.6 million in rehabilitation funds from the CRA. The preservation agreement which still requires City Council approval conveys 65,000 square feet of unused density to CRA in exchange for the financial support. The buildings ground floor will be retained as a Theatre. The immediate rehabilitation will include the Theatre, the retail section of the building and the exterior. The CRA also plans to convert the upper floors into residential apartments and/or offices, pending agreements

and environmental review. The Grand Central Market is also slated for major renovation. A downtown developer has agreed to purchase air rights from the historic Grand Central Market which provides additional funding for revitalizing Broadway. Substantial changes to the block are planned. As part of the restoration, a parking structure will be built to accommodate the Million Dollar building and the Grand Central Market. The District, in conjunction with the CRA and the major land owners on the block, is beginning to determine how to best integrate pedestrian traffic flow^o from the station portal with and into the master plan for the "Million Dollar" block.

- D. Future Action: The District will continue to report progress on cultural and historical properties.

Mitigation Measure LU3. Assist the City, County and Community Redevelopment Agency in the development of Specific Plans.

- B. Implementation: By SCRTD in coordination with other agencies.
- C. Status: Progress to date in this reporting period is as follows:

The District submitted detailed written comments on the Central City West Plan, it's transportation improvements and their impact on MOS-1. The District recommended against the inclusion of Bixel Metro Rail Station at this point in time as it would be detrimental to system operations. The District suggested alternatives to the transit facilities outlined in the Plan and will continue to work with the City of Los Angeles to implement alternates. The City West Plan went before the Planning Commission on January 19, 1990.

The District has participated in the formation of the Plan through membership on the Technical Advisory Committee. The District will continue to monitor and comment on the Plan which was presented to the public during a steering committee session held July 26.

A Downtown Strategic Plan Advisory Committee will work over the next 18 months to write a detailed land use, transportation, and cultural blueprint for the central city. This new strategic plan is to cover the development of downtown from 1990 to the year 2010. The District has a designated representative to this committee who has attended the first public session and will continue to participate in this process.

A task force has been organized to study the Union Station area. The District will take the lead at the appropriate time to assure the establishment of a peripheral parking component. The District included the Union Station property as part of the RFIQ process.

The District will continue to work with the City of Los Angeles on the revisions of the Wilshire/Alvarado Station Area Specific Plan which is due back before the City Planning Commission on January 18, 1990.

The District has required the inclusion of surface portal requirements for the block wide Masterplan guidelines for the 7th/Flower, 8th/Figueroa superblock. The Masterplan guidelines, prepared by the CRA, provide for District approval of designs for connections to the station. The guidelines also recommend specific items for pedestrian passages. The District is working with the CRA in the development of design guidelines for the 5th/Hill station area plan. The continued involvement of the District with the CRA will result in development conducive to transit usage.

- D. Future Action: The District will continue to coordinate with the City and CRA until Specific Plans are complete.

Mitigation Measure LU5. The following mitigation options may be implemented by SCRTD or other public agencies such as the L.A. County: Community Redevelopment Commission and Department of Regional Planning; L.A. City: Department of Planning, Department of Transportation, Community Development Department, Economic Development Office, and the Community Development Commission.

a) Include affordable market rate housing on commercially zoned sites in lieu of increased density in adjacent neighborhoods.

A. Reference: FEIS, Pages 3-104, 105
EA, Pages 66, 67

B. Implementation: Coordination with other agencies for Civic Center, 5th/Hill, and 7th/Flower Station areas

C. Status: The latest version of the proposed Wilshire/Alvarado Station Area Specific Plan includes a density bonus for the construction of affordable housing.

The Downtown Strategic Planning Committee believes that more housing in the downtown area, for all economic levels, is absolutely essential and envisions a renewed residential community of at least an additional 100,000 people in downtown Los Angeles by the year 2000. As a participant in this committee, the District will recommend provisions for increased affordable housing, particularly in areas adjacent to the downtown Metro stations.

D. Future Action: The District will continue to monitor the progress of specific area plans.

c) As a last resort, provide housing assistance for low income residential tenants in station areas to mitigate severe increases in rental rates.

A. Reference: Same as LU5a(A) above

B. Implementation: Coordination with other agencies and tenants in all Station areas

C. Status: No activity in this reporting period.

D. Future Action: The District will continue to monitor increases in rental rates in station areas and coordinate implementation with the CRA.

d) Implement measures to reduce parking spill-over into adjacent neighborhoods.

A. Reference: Same as LU5a(A) above

B. Implementation: Coordination with agencies and residents in all station areas.

C. Status: The creation of a parking authority to develop peripheral parking for Union Station should help concentrate transit patron parking. The formation process of the parking authority continues.

D. Future Action: The District will report on the progress by the parking authority in the next report.

e) Establish special commercial zoning or development review procedures to preserve existing small businesses that provide community services in the station areas.

A. Reference: Same as LU5a(A) above

B. Implementation: Coordination with agencies and neighborhood businesses

C. Status: The District continues to work with the CRA and LADOP to assure the inclusion of a significant retail element in all applicable plans. The District is working with the CRA and associated downtown development interests in examining alternatives to achieve a direct pedestrian flow from the 7th and Flower Station into an underground pedestrian mall connecting two existing retail areas. The subsurface area will have several exits that will facilitate and encourage the disbursement of transit patrons through the retail element to the streets surrounding the Metro Red Line Station and the Metro Blue Line Station (Light Rail).

The District is working on a similar program for the "Million Dollar" Grand Central Market block to disburse patrons through existing small businesses.

The District instituted a 25 cent bus ride program in an effort to reduce traffic in the central city during the heavy Christmas shopping season. This program was also intended to facilitate the travel needs of holiday shoppers and to test the public response to discount fares. The program was implemented during the mid-day non rush hours on about 70 local bus lines operating within the downtown Los Angeles area. It was in effect for the two week period preceeding Christmas. The District printed and distributed informational brochures which also reminded transit patrons that those businesses near Metro Rail station construction sites were open for holiday shopping.

D. Future Action: Report on progress in the next quarter.
f) Encourage tenancy and investment in joint development to displaced firms.

A. Reference: Same as LU5a(A) above

B. Implementation: Coordination with agencies and firms in the station areas

C. Status: No activity in this quarter.

D. Future Action: The District will continue to coordinate its efforts in joint development with L. A. City Planning and CRA.

h) Establish special zoning or development review procedures to preserve existing and accommodate new social services and facilities in the station area.

A. Reference: Same as LU5a(A) above

B. Implementation: Coordination with agencies in the station areas.

C. Status: As part of the Wilshire/Alvarado Station Area Specific Plan, developers are given the incentive of an increase in F.A.R. for the provision of a childcare facility in any development.

D. Future Action: The District will continue to coordinate with the CRA and L. A. Department of Planning.

1) Encourage the inclusion of displaced and new social services and facilities in joint development projects for the stations.

A. Reference: Same as LU5a(A) above

B. Implementation: Coordination with other agencies in the station areas.

C. Status: The District, through its joint development RFIQ for the six District owned parcels, is encouraging prospective developers to build projects to accommodate social services such as child care/day care centers that are compatible with and enhance the community.

The District is in the process of conducting a detailed Dependent Care Survey of all of its Headquarters building employees, to determine childcare space needs and other requirements. Prospective developers who recieved copies of the RFIQ were mailed information regarding the Dependent Care Survey.

D. Future Action: The District will continue to coordinate with the CRA.

Mitigation Measure LU6. The City of Los Angeles has a zoning roll-back program to align the city's zoning ordinances with the general plan, that specifies lower density levels in the Wilshire/Alvarado area. This will create additional protections for the existing low income housing stock.

A. Reference: EA, Page 50

B. Implementation: Proposed zoning ordinances for the Wilshire/Alvarado Station Area.

C. Status: The District has commented in opposition to restrictions on mixed-use developments which are proposed as an element of a Public Facilities zoning ordinance under consideration by the City's Planning Commission. In cooperation with several public agencies, the District is continuing negotiations with City staff to amend the proposed ordinance to remove its restrictive language.

The District has been communicating with the various City Departments that control and direct permits to better coordinate issuance of permits that may impact the system. The District has ongoing contact with CRA to assure District concerns will be addressed on projects along MOS-I.

- D. Future Action: The District will continue to coordinate with the City Department of Planning on zoning changes and conformity efforts.

Mitigation Measure LU7. Identify the level of revenue contributed by the portion of the property that will be used for a Metro Rail station. Explore methods to compensate the taxing jurisdiction for the revenues they would have received. Identify residual development potential for the parcel and seek to have housing development incorporated into station area development.

- A. Reference: FEIS, Page 3-80
- B. Implementation: Coordinate with agencies affected by property takes at all station areas
- C. Status: No action in this reporting period.
- D. Future Action: The District will monitor development during construction and operation of Metro Rail.

SUB-SURFACE CONDITIONS (SC)

Mitigation Measure SC18. Continue and ensure ongoing coordination with the local fire departments. Invite key personnel underground during construction to familiarize them with the tunnel.

- A. Reference: Same as SC15A above
- B. Implementation: All Contracts
- C. Status: As of the end of the current reporting period ending January 1990, standby underground rescue teams have made several familiarization visits to the tunnel locations and approximately 734 LA City firefighters and LA Sheriff's Search and Rescue personnel have visited tunnel sites.

At the request of the Los Angeles City Fire Department, SCRTD has prepared an emergency procedure for rescue workers to bore into Metro Rail Project Tunnels from the surface in case regular entrances are blocked. This procedure could be used during construction or revenue operations. Each step has been closely coordinated with and certified by two Battalion Chiefs of the Los Angeles City Fire Department and select members of the Fire/Life Safety Committee.

Several tests of the long term (4hr.) mine rescue type breathing apparatus have been conducted with Los Angeles Fire Department personnel in actual fire and rescue situations. These tests have proven to be successful.

As a result, twelve Bio Pak 240-four hour duration rescue units including accessories have been obtained by the District and loaned to the Los Angeles Fire Department for their training and for use in any underground rescues or emergencies on the Metro Red Line.

Testing of the Los Angeles City Fire Department 800 megahertz portable radios in the Metro Rail underground structures was conducted jointly with the Los Angeles Fire Department, SCRTD, and the L.A. County Fire Department personnel.

D. Future Action: The District will continue to schedule, coordinate, and monitor the visits of local fire department personnel to construction sites.

Mitigation Measure SC23. Locate all the gas probes and abandon them in a safe manner.

- A. Reference: Same as SC15A above.
- B. Implementation: 1986 Contract with Engineering-Science for the evaluation of Subsurface Conditions along Candidate Alignments of the Metro Rail Project.
- C. Status: Abandoning the probes and backfilling the probe holes with sand and cement slurry will be done according to permit Number A-86-51-0172 issued by the L.A. Department of Public Works, Bureau of Engineering on February 18, 1986. The probe holes will be filled in after there is no further need to monitor the probes for gas.

Although tunneling has passed all probe holes on the MOS-1 alignment, these probes remain valuable sources of information and will be retained until the end of subway construction.

- D. Future Action: The District will monitor construction and abandon all probes when they are no longer needed.

Mitigation Measure SC39. The District will coordinate final design and construction with the California OSHA, who have responsibility for compliance with state orders on safety of subsurface tunneling through hazardous material.

- A. Reference: FEIS, Page 3-189
- B. Implementation: All tunnel segments
- C. Status: The District has coordinated with the Mining and Tunneling Unit, California Division of Occupational Safety and Health, for several years. This unit approved all issues of tunneling safety, including the District's

Construction Safety and Security Manual. As of May 1, 1989, Cal OSHA has phased in work safety compliance responsibilities in the private sector, in addition to their public sector safety compliance responsibility.

- D. Future Action: The District will continue coordination during construction with federal OSHA and state (Cal) OSHA.

AESTHETICS (A)

Mitigation Measure A1. At the main yard south of Union Station, relocate the buildings at the property line or use a landscaped berm with a continuous planting of trees to reach a height of 30 to 40 feet to reinforce the spatial definition of Santa Fe Avenue.

- A. Reference: FEIS, Page 3-123
- B. Implementation: A-118
- C. Status: The Main Yard and Shops Landscaping, Contract No. A-118 has been completed. It includes continuous planting of trees, shrubs and ground cover along the Yard and Shops area fronting Santa Fe Avenue. Sheet No. 3 of the contract drawings show the details of the type and specific location of the trees which include champor trees, canary island pine and mexican fan palm.
- D. Future Action: Bid date for Contract A-118 is currently under final review. In the next quarterly report, implementation status of this contract will be reported.

Mitigation Measure A2. At the Civic Center Station, replace trees along the south side of the station entrance.

- A. Reference: FEIS, Page 3-123
- B. Implementation: A-141
- C. Status: Drawings L-001 and L-002 of Contract A-141 requires trees disturbed by the construction at the Civic Center Station, to be relocated.

It was determined by the District that it was not practical to relocate the mature trees at the station site. Therefore, it was decided, per agreement with the County of Los Angeles at meeting on September 24, 1989, that similar trees would be replanted towards the completion of the project. Accordingly, the County has selected eight 36" box size melaleuca - leucadendron (multi-trunk) at a local nursery.

They are being maintained with proper care, pruning and shaping which will continue for approximately another two years before being planted at the Civic Center Station area. Because of a value difference between the trees selected and the trees removed, the balance will be provided to the county, at their request, as plant material of 15 gallon size metrosideros - tomentosa.

- D. Future Action: Delivery of the selected trees from the nursery and planting, by the contractor, towards the completion of construction.

Mitigation Measure A3. Provide art works in stations to give them a more human and personalized character.

- A. Reference: FEIS, Page 3-111
- B. Implementation: All Station Contracts
- C. Status: The Art-In-Transit Program has commissioned art works for each station. Artists were selected to prepare artwork designs in keeping with the themes of the station. Following is a summary status:

UNION STATION

Cynthia Carlson

The artist's proposal consists of 11 separate relief elements constructed of hand-painted honey comb aluminum, at different angles to each other, depicting a metaphor which pertains to the founding of the "City of the Angels."

The wing-like forms represent angel families, taken from a book which is a compendium of angel lore from various cultures and religious histories.

Status: Preliminary design approved.

Terry Schoonhoven

The artist's proposal is a mural, approximately 11' x 30', composed of underpainted, glazed ceramic tiles depicting historic scenes of Los Angeles, located at the east station entrance.

The glimpses of Los Angeles from the 18th to 20th Centuries will provide an illusion to the station patron; allowing travel through an architectural perspective of the station wall, columns and ceiling.

Status: Final design in progress.

Christopher Sproat

The artist is proposing one six-seat granite seating module (three seats back to back), constructed of three colors of granite veneer over a formed concrete base.

Generally the plan is for a black back-rest, a light gray salt and pepper seat with buff or pinkish and smoky patterned armrests. The colors will complement the tile design at its location, on the platform between the station columns.

The design of the granite seating recalls the design of the high-backed seats in the historic Union Station waiting lobby, put into a modern context to relate to the Metro Rail Station.

Status: Final design approved.

CIVIC CENTER

Jonathan Borofsky

The artist's sculpture installation proposal entitled "I Dreamed I Could Fly," consists of five painted, lifelike flying figure sculptures hung at different viewing angles in the two-story main train room between the double end-loaded mezzanines.

The four speaker sound installation which had been proposed to accompany the piece has been eliminated due to conflicts with the station communication system.

Status: Final design approved. The stage II contract for this station, A-147, has been completed and includes provisions to handle artwork. Special condition SC3.E of the contract specifications notifies the contractor that artwork will be installed by others after completion of the station stage II work.

5TH/HILL

Stephen Antonakos

The proposed artwork consists of colored neon tubes attached to painted metal forms creating innovative geometric shapes.

Twelve discrete units are used each different in form and color, and placed in a different position, angle and height. Four of the twelve units will be placed near the tops of columns number 15, 16, 17 and 18. The other eight units will be positioned on the ceiling in various strategic places.

Status: Final design approved. The stage II contract for the 5th/Hill station, A-157, has been completed and includes provisions for artwork. Special conditions section SC3.E of the contract specifications require the contractor to pick up from the Artist, transport and install artwork panels under the general direction of the artist at the time designated by the District. The contractor is also required to provide convenient access to the ceiling area and to remove, re-adjust and re-install ceiling panels as required to assist the artist and to install the artwork.

George Legrady

The proposed artwork consists of positioning images screened on stainless steel panels between the advertising panels on the platform level walls.

The eighteen 3' x 5' panels (9 on each side of the platform), will be located near the center of the station for maximum visibility.

The images include cartoon balloons within "T.V. Snow" (video noise), to create a dialogue between the artwork and the advertising within the panels. The balloons create voids in the T.V. Snow to allow the station patrons to interact with the art. The snow also suggests light and motion.

Status: Final design approved.

7TH/FLOWER

Joyce Kozloff

The proposed artwork consists of two 3' high x 110' long hand-painted porcelain tile murals depicting the history of movies from black and white to color, placed on the mezzanine walls along the major circulation areas at the opposite ends of the station.

The murals will consist of 1' x 1' square tiles, each treated as a separate "frame" artist's to contain 660 individual painting units. Each "frame" will explore themes, and variations, forms and patterns that will present the history of visual style in the movies.

Status: Preliminary design approved. Stage II contract, A-167, in the construction phase for this station, includes directions to the contractor for installation of the artwork ceramic tiles. Section SC 2.C.2.e of the contract specifications specify that the tiles would be supplied by the artist. Section 93010 includes procedures for installation of the tiles.

WILSHIRE/ALVARADO

Aleksandra Kasuba

The artist's proposal is the design of concrete patterns for the pavement and retaining wall of the plaza entrance to the station.

The theme consists of wave movements that "spill" from MacArthur Park. The waves, a visual reminder of the lake across the street, extend the open spatial quality of the park. The design also includes "water marks" on the retaining wall at the end of the plaza to infer a natural barrier, accenting a sense of closure.

Status: Final design approved.

Tony Berlant

The artist's proposal consists of two metal mural collages showing the history of Los Angeles, prehistoric to present. The 15' high x 45' long murals will appear on opposite mezzanine end walls, above the platform. They will be viewed from the platform and by patrons descending the center-loaded mezzaninestairs and escalators.

Status: Final design approved. The stage II contract for the Wilshire/Alvarado station, A-187, includes special conditions section SC 2.A.2.e. which directs the contractor to install tile murals supplied by the artist. Installation will be in coordination with the artist.

Therman Staton

The artist's proposal consists of a sculpture involving glass and metal objects suspended within the skylight over the station mezzanine area.

Status: Preliminary design approved. Final design pending approval of technical aspects.

D. Future Action: The District will continue to monitor the progress of the Art in Transit Program.

AIR QUALITY (AQ)

Mitigation Measure AQ2. Improved feeder bus service to stations.

- A. Reference: FEIS, Page 3-145
EA, Page 37,38
COF, October 25, 1984, Pages 22-24,
Finding #11
- B. Implementation: Will apply to riding public near
station areas
- C. Status: No action this quarter.
- D. Future Action: The District will coordinate and
implement the revised feeder bus
service near the start of rail
operations scheduled to start in
September, 1993.

Mitigation Measure AQ3. Conducting public information programs
to promote voluntary trip reductions and publicize feeder bus
service.

- A. Reference: FEIS, Page 3-145
COF, October 25, 1984, Pages 22-24,
Finding #11
- B. Implementation: Will apply to riding public near
station areas
- C. Status: The District has updated the MOS-1 Construction
Community Relations Work Plan in May, 1989, to
incorporate the goals of promoting voluntary
trip reductions and using public feeder bus
service. See also mitigation measure TP10.
- D. Future Action: The District will coordinate with its
internal departments to promote the use
of feeder buses when the beginning of
rail operations scheduled to start in
September, 1993.

GEOLOGY AND HYDROLOGY (GE)

Mitigation Measure GE3. The disposal of wastewater containing oil and gas generated during operation of Metro Rail, will require a National Pollutant Discharge Elimination System (NPDES) permit. The permit will be issued by the Regional Water Quality Control Board (RWQCB) and is expected to require wastewater treatment to remove hydrocarbons before discharge. This can be done by an oil/water separator, with the separated oil removed by truck to a Class I or II-I disposal site which are presently available. Wastewater from the maintenance yard cleaning facility will be treated before disposal. Treated discharge water will be monitored and periodic water quality monitoring reports will be prepared to help ensure the continued effectiveness of wastewater treatment procedures and equipment.

- A. Reference: FEIS, Page 3-166
- B. Implementation: Completed Metro Rail System and Maintenance Yard
- C. Status: As a requirement of permit number CA 0059714, a monthly discharge monitoring report is prepared and forwarded to the Regional Water Quality Control Board. This report provides daily monitoring results of Groundwater Treatment Facility and discharged water at construction sites and receiving water at specific monitoring stations along the Los Angeles river and the Billionaire Creek Basin.

Water quality data is provided on the levels of sulfides, total dissolved solids (TDS), temperature, conductivity, pH level and the quantity of flow. The report also provides data on the type and quantities of chemicals used in the water treatment plant to clean the contaminated water.

During December, 1989, the Groundwater Facility processed approximately 19.25 million gallons of water from wells at A-130, A-135, and the Union Station construction site. Water flow rates

varied from 470,000 gallons to 749,000 gallons per day, at an average rate of 431 gallons per minute. The Groundwater Treatment Facility has processed over 381,447,000 gallons of well water since it started operation in August 1988.

Status of chemicals consumed is as follows:

Chemicals Used	December, 1989	Year to Date
Hydrogen Peroxide:	84,400 lbs.	967,680
Caustic Soda:	51,540 "	945,720
Sulfuric Acid	50,520	583,860
Calgon Chemical Dispersant	5,260	15,780

The District met with the CRWQCB in November 1988 to discuss NPDES permits for Project discharges during system operations and was advised that permits were necessary. Permit applications for discharges during system operations were submitted in July 1989, and are currently being reviewed. They are scheduled for approval by the CRWQCB in March 1990. The application also includes a request for relief from some of the reporting requirements during MOS-1 construction.

D. Future Action: The outcome of the application and our request will be included in the next quarterly report.

CONSTRUCTION (C)

Mitigation Measure C4. In the event that oil or tar impregnated soil is encountered and determined to be hazardous the District will transport and dispose of it in the manner prescribed by law and appropriate regulations.

A. Reference: Responses 31 and 85 to the comments on the EA

B. Implementation: All tunnel and excavation contracts

C. Status: During the excavation of the cut and cover sections at stations and the bored tunnel segments along the alignment, the following materials have been encountered:

Contaminated and hazardous soils (several thousand cubic yards).
PCB materials (several hundred gallons).
Oil, grease and sewage contaminated sludge(over 2000 tons).
Asbestos contaminated piping and equipment, soil (several thousand tons) and water (several thousand gallons).
Abandoned fuel tanks (several dozen) and known fuel tanks (several hundred).

These materials were neutralized, removed, transported and disposed of in strict conformance with federal, state and local ordinances. Complete records and manifests are maintained in District files.

A-130 tunnels are being excavated through previously contaminated soils and potentially hazardous materials. A procedure has been developed and is being used wherein an organic Vapor Analyzer (OVA Meter) reading in parts per million, is being used for testing on a continuous basis in the tunnel heading during excavation cycles.

D. Future Action: The District will monitor construction and dispose materials as required.

CULTURAL RESOURCES (CR)

On September 30, 1987 the Administrator of UMTA's Region IX issued a Finding Of No Significant Impact for a project to realign MOS-1 in the vicinity of Union Station and the yard and shops. This realignment necessitated changes in Contracts A-130, A-135 and others related to the area of realignment. These changes required revisions to mitigation measures CR1 through CR5.

Mitigation Measure CR1. At Union Station the north vehicular ramp will be reconfigured in general conformance with the existing south ramp. This will include replication or reuse of existing balusters, parapets, balustrades, wall surface treatment, electroliers and plants on the new ramp. If SCRTD and the California State Historic Preservation Officer (SHPO) agree that any original ornamental feature cannot be reused as part of this reconstruction, that feature will be stored safely for reuse elsewhere at Union Station.

A. Reference: FEIS, Page 4-25, 26, 31

FEIS, Page 4-27, (Memorandum Of Agreement,
Section I.A.)

B. Implementation: A-139

C. Status: The District, in a letter dated January 8, 1984, and SHPO, in a response dated February 15, 1984, agreed on the final plans and specifications for the Union Station. These agreed on plans are included in the contract.

Since the above agreements were reached, the realignment of MOS-1 has required redesign of Union Station plans. The preliminary plan which includes elevations and sections of the applicable REA Building and northwest ramp has been approved by the LAUPT. Final design will be coordinated with SHPO. According to SHPO's letter dated July 28, 1988 it will not require renegotiation of the MOA with the signatories.

D. Future Action: The District will complete redesign of the Union Station plans in 1990.

Mitigation Measure CR2. At Union Station a portion of the REA Building to be modified for the project will be rebuilt to the first or track level.

- A. Reference: Amended Memorandum of Agreement, Section I.A.2
- B. Implementation: A-139
- C. Status: In a letter to the District, dated February 15, 1984, SHPO agreed with the District that full reconstruction of the REA Building would not be feasible and prudent. This revision was incorporated in a modified MOA proposed to the Advisory Council on Historic Preservation (ACHP) on March 23, 1984 and subsequently ratified by the signatories. This change is included in the contract.

Since the above agreements were reached, the realignment of MOS-1 has required redesign of Union Station plans. Preliminary design of the REA building has been approved by LAUPT. Final Design will be coordinated with SHPO. According to SHPO's letter dated July 28, 1988, it will not require renegotiation of the MOA with the signatories.

- D. Future Action: The District will complete redesign of the Union Station plans in 1990.

Mitigation Measure CR4. Final plans and specifications for subway project facilities at Union Station including the north vehicular ramp and the Mail, Baggage and Express Building, will be developed in consultation with the California SHPO.

- A. Reference: FEIS, Page 4-27 (Section I.A.4, Memorandum of Agreement)
- B. Implementation: A-139
- C. Status: See mitigation measures CR1 and CR2.
- D. Future Action: See CR1 and CR2.

Mitigation Measure CR5. All Union Station buildings or building elements to be substantially altered or demolished will be recorded prior to demolition or alteration so that there will be a permanent record of their present appearance. Historic American Engineering Record/Historic American Buildings Survey (HAER/HABS) will be contacted to determine what documentation is required. All documentation must be accepted by HAER/HABS prior to the demolition or alteration.

- A. Reference: FEIS, Page 4-28 (Section I.A.5, Memorandum of Agreement)
- B. Implementation: A-139
- C. Status: Recording of the Union Station elements to be demolished were accomplished according to the specifications of the National Park Service and were forwarded to them on July 27, 1984. The National Park Service accepted the records prepared on Union Station for the Historic American Buildings Survey on August 14, 1984.

Since the above recordation was accepted, the realignment of MOS-1 required redesign of the station and further recordation according to the HAER/HABS guidelines. The District prepared a record of the facilities to be demolished and submitted it to HABS. Approval was granted by HABS by letter dated January 3, 1989.

- D. Future Action: No further action required.

Mitigation Measure CR7. Provide the Los Angeles Cultural Heritage Board with pertinent correspondence, plans and specifications to keep them apprised of these consultations.

- A. Reference: FEIS, PAGE 4-27 (Sections I.A.4, I.B, II.B, IV.A, and IV.C, Memorandum of Agreement)
- B. Implementation: All Station Contracts
- C. Status: The Cultural Heritage Board has been provided with correspondence and plans about design changes to Union Station and the Title Guarantee Building.

- D. Future Action: The District will provide the Cultural Heritage Board with correspondence and plans of the redesigned north vehicular ramp and the REA building at Union Station.

Mitigation Measure CR9. The SCRTD will begin construction at the cut-and cover location for the crossover north of the Union Station track area extending to Macy Street to allow time for archaeological testing, development of a data recovery plan, and proper recovery of any resources found.

A. Reference: FEIS, Page 4-42

B. Implementation: A-135, A-141

C. Status: Archaeological monitoring at Union Station has resulted in a major discovery on October 26, 1989 of artifacts from the old Chinatown settlements. This find was beyond all expectations and included brick foundations and two structural columns, a cement floor, asphalt pavement and many distinct trash pits. One of these, named Feature 29, yielded 110 large bags of artifacts. Some of these artifacts include U.S. and Chinese coins, carved figurines and variety of porcelain utensils. Some of the specifics are as follows:

Wine bottles - 41
Soy sauce jars - 207
Wide mouth food jars - 341
Very large shipping jars - 63
Porcelain serving bowls - 92
Bamboo rice bowls - 80
Celadon rice bowls - 80
4 Seasons condiment - 38

CBS (Channel 2), included a very brief news clip on the archaeological discovery at Union Station on Nov. 14, and showed a much longer version of their coverage on the Sunday evening news on Dec. 3.

Mr. Kuang S. Shih, a Ph.D candidate in film at UCLA and vice president of Avant-Garde Productions, visited the laboratory on Dec. 28. to review and film the artifacts. They plan to include these in a documentary in production on the Chinese experience in America.

D. Future Action: The District will continue to monitor construction and report on additional significant finds and also report on specific artifacts recovered.