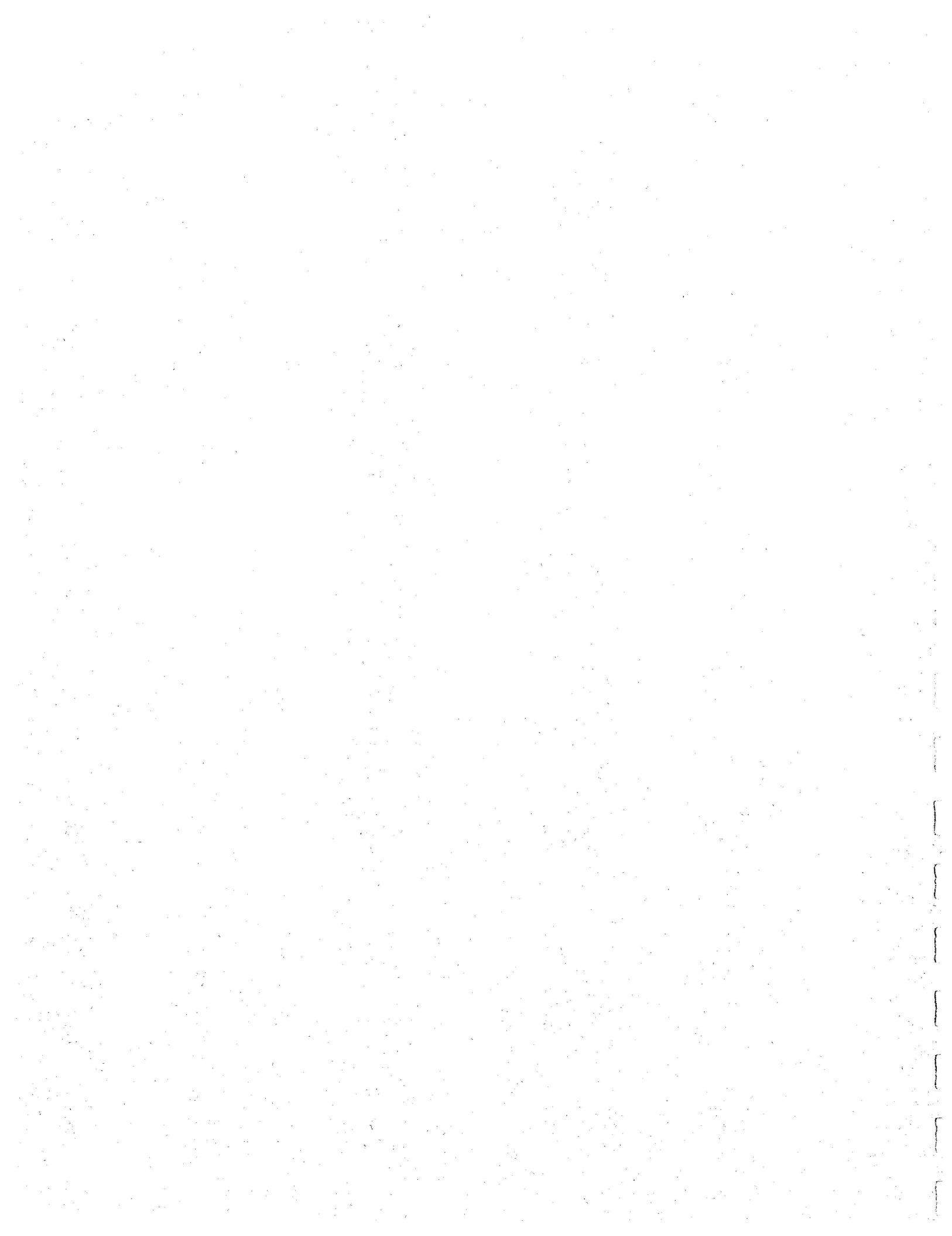


SECTION IX  
**APPENDICES**



**APPENDIX A**  
**NOP RESPONSES**



## NOTICE OF PREPARATION RESPONSES

During the Notice of Preparation (NOP)/Pre-Draft Circulation Period (February 1 through March 1 1994), the following comments were received from governmental agencies and organizations:

### CITY OF LOS ANGELES

- Department of Public Works, Wastewater Program Management Division
- Department of Public Works, Project Management Division
- Department of Water and Power, Water Operating Division
- Department of Water and Power, Environmental Services and Planning
- Fire Department, Bureau of Fire Prevention and Public Safety
- Department of Transportation

### STATE OF CALIFORNIA

- Governor's Office of Planning and Research (OPR), State Clearinghouse
- Public Utilities Commission, Environmental and Energy Advisory Branch
- Department of Transportation (Caltrans), District 7

### OTHER DISTRICTS/AGENCIES

- Los Angeles Unified School District, Facilities Asset Management Division
- Southern California Association of Governments (SCAG)

A "Summary of Comments" matrix on the NOP is presented on the following page. This matrix lists each commentator with corresponding EIR subject areas to show where NOP comments/questions have been addressed and/or incorporated into the EIR document. A copy of each respondent's letter is also attached.

**SUMMARY OF CONTENTS**

<b>City of Los Angeles</b>		
• DWP Water Operations		
• DWP Environ. Svcs & Planning		
• Bureau of Engineering, Waste Prog. Mgmt.		
• Bureau of Engineering, Envir. Mgmt.		
• Fire Department		
• Los Angeles Unified School District		
• Department of Transportation		
<b>State of California</b>		
• Governor's Off. of Planning and Research		
• Public Utilities Commission		
• Caltrans District 7		
<b>Other District Agencies of Governments</b>		
• Southern California Association of Governments		<input checked="" type="checkbox"/>
	<b>Land Use</b>	
	<b>Aesthetics</b>	
	<b>Cultural Resources</b>	
	Archeological Resources	
	Paleontological Resources	
	Historical Resources	
	<b>Transportation</b>	
	Traffic	<input checked="" type="checkbox"/>
	Parking	
	Access	<input checked="" type="checkbox"/>
	<b>Socio-Economic</b>	
	Employment	
	Housing	
	Population	
	<b>Air</b>	
	Air Quality	<input checked="" type="checkbox"/>
	Meteorology (Wind)	
	<b>Noise</b>	
	<b>Earth</b>	
	Geological Hazards	
	Grading	
	<b>Surface Water Runoff/Hydrology</b>	
	<b>Risk of Upset</b>	
	<b>Light and Glare/Shade and Shadow</b>	
	Artificial Light	
	Natural Light	
	<b>Public Services</b>	
	Fire Protection	<input checked="" type="checkbox"/>
	Police Protection	
	Schools	
	Parks and Recreation	
	Libraries	
	<b>Utilities</b>	
	Water	<input checked="" type="checkbox"/>
	Solid Waste and Disposal	
	Sanitary Sewers	<input checked="" type="checkbox"/>
	Energy Conservation	<input checked="" type="checkbox"/>
	<b>Other CEQA Required Sections</b>	
	Growth Inducing Impacts of the Prop. Proj.	
	Irrev. Environmental Changes	
	Cum. Impacts of the Related Proj.	
	<b>Alternatives</b>	
	No Response Necessary	<input checked="" type="checkbox"/>



RICHARD J. RIORDAN  
Mayor

Commission  
DENNIS A. TITO, *President*  
CONSTANCE L. RICE, *Vice President*  
JOSE DE JESUS LEGASPI  
JUDY M. MILLER  
MARCIA F. VOLPERT  
JUDITH K. KASNER, *Secretary*

DANIEL W. WATERS, *General Manager and Chief Engineer*  
ELDON A. COTTON, *Assistant General Manager—Power*  
JAMES F. WICKSER, *Assistant General Manager—Water*  
PHYLLIS E. CURRIE, *Chief Financial Officer*

March 15, 1994

City of Los Angeles Planning Department  
Neighborhood Planning Division  
221 South Figueroa Street, Suite 310  
Los Angeles, California 90012

Attention Mr. Dan O'Donnell  
Project Coordinator

Gentlemen:

Request for Water Information for an Environmental Impact Report  
for the Alameda District Plan (Union Station/Terminal Annex)

This is in response to your letter dated February 23, 1994, requesting information for an Environmental Impact Report for the above-referenced project.

The following water mains are in the vicinity of this project:

Alameda Street	-	8-inch, 12-inch and 20-inch mains
North Main Street	-	10-inch and 12-inch mains
Vignes Street	-	12-inch main
Macy Street	-	16-inch and 12-inch mains

Please refer to the enclosed report for general comments about water supply and conservation. Normally, 45 percent of Los Angeles' water comes from the Eastern Sierra Nevada watershed through the Los Angeles Aqueduct System, 15 percent is from local groundwater sources and 40 percent is purchased from the Metropolitan Water District of Southern California (MWD). These proportions are not typical during periods of drought, such as California recently experienced when MWD water made up the majority of our water supply. MWD's ability to deliver water to Southern California has the potential to be severely affected by an extended drought and more stringent water conservation measures should be anticipated. Reclaimed water supplies are now being developed and they will become an important method of extending our potable supplies.

March 15, 1994

The existing infrastructure system can accommodate anticipated domestic water requirements for the proposed development with no significant impact on the existing water supply.

The Los Angeles Fire Department has informed the Water System of the Los Angeles Department of Water and Power that a fire flow of 12,000 gallons per minute (gpm) will be required. The cost of any necessary adjustments or improvements to the Water System will be the responsibility of the developer.

To obtain information about power facilities in the area, please contact the Manager of Environmental and Governmental Affairs in the Conservation and Planning Division of the Power System, Room 1149, 111 North Hope Street, Los Angeles, California 90012.

If further Water System information is needed, please contact Ms. Nahid Fatemi at (213) 376-1216.

Sincerely,



LAURENT McREYNOLDS  
Engineer in Charge  
Water Operating Division

Enclosure

c: Manager of Environmental and  
Governmental Affairs  
Ms. Nahid Fatemi



IMPACT OF THE PROPOSED PROJECT ON THE  
WATER SYSTEM AND METHODS OF CONSERVING WATER  
DEPARTMENT OF WATER AND POWER

IMPACT ON THE WATER SYSTEM

If the estimated water requirements for the proposed project can be served by existing water mains in the adjacent street(s), water service will be provided routinely in accordance with the Department's Rules and Regulations. If the estimated water requirements are greater than the available capacity of the existing distribution facilities, special arrangements must be made with the Department to enlarge the supply line(s). Supply main enlargement will cause short-term impacts on the environment due to construction activities.

In terms of the City's overall water supply condition, the water requirement for any project which is consistent with the City's General Plan has been taken into account in the planned growth of the Water System. Together with local groundwater sources, the City operates the Los Angeles-Owens River Aqueduct and is a member of the Metropolitan Water District of Southern California (MWD). These three sources will supply the City's water needs for many years to come.

Statewide drought conditions in 1976 and 1977 dramatically illustrated the need for water conservation in periods of water shortage. However, water should be conserved in Southern California even in years of normal climate because electrical energy is required to deliver supplemental MWD water supplies to the City and the rest of Southern California. Conserving water will minimize purchases from MWD and contribute to the national need for energy conservation.

WATER CONSERVATION

The Water System will assist residential, commercial and industrial customers in their efforts to conserve water. Recommendations listed below are examples of steps which would conserve water in both new and old construction.

1. Automatic sprinkler systems should be set to irrigate landscaping during early morning hours or during the evening to reduce water losses from evaporation. However, care must be taken to reset sprinklers to water less often in cooler months and during the rainfall season so that water is not wasted by excessive landscape irrigation.

2. Reclaimed water should be investigated as a source to irrigate large landscaped areas.
3. Selection of drought-tolerant, low water consuming plant varieties should be used to reduce irrigation water consumption. For a list of these plant varieties, refer to Sunset Magazine, October 1976, "Good Looking - Unthirsty", pp. 78-85.
4. Recirculating hot water systems could reduce water waste in long piping systems where water must be run for considerable periods before hot water is received at the outlet.
5. Lower-volume water closets and water saving showerheads must be installed in new construction and when remodeling.
6. Plumbing fixtures should be selected which reduce potential water loss from leakage due to excessive wear of washers.

In addition, the provisions contained in the Water Conservation Ordinance of April 1988 must be adhered to.

More detailed information regarding these and other water conservation measures can be obtained from the Department's Conservation Center by calling (213) 481-5800.

Fire lanes, where required, and dead ending streets shall terminate in a cul-de-sac or other approved turning area.

When required access is provided by an improved street, fire lane, or combination of both which results in a dead-end excess of 700 feet in length from the nearest cross street, at least one additional ingress-egress roadway shall be provided in such a manner that an alternative means of ingress-egress is accomplished.

All access roads, including fire lanes, shall be maintained in an unobstructed manner, removal of obstructions shall be at the owner's expense. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than three square feet in area in accordance with Section 57.09.05 of the Los Angeles Municipal Code.

Where fire apparatus will be driven onto the road level surface of the subterranean parking structure, that structure shall be engineered to withstand a bearing pressure of 8,600 pounds per square foot.

All street intersections with a level of service of "E" or "F" decreases the level of fire protection and emergency medical services provided by this Department.

The design, location, operation, and maintenance of any security gates shall be to the satisfaction of the Fire Department.

Fire Station 4 is located within the proposed project boundary on City-owned property. As Phases II and III are developed, the Los Angeles Fire Department shall require a new Task Force Station to be built to service the project area. The location shall be near the intersection of two major intersections.

A minimum lot of 200 feet by 200 feet is required to build a Task Force Fire Station (Engine Company and Truck Company with Emergency Medical Services/Battalion Headquarters capabilities). The site selection shall be selected and agreed upon by the developer and the Fire Department. The dedication and transfer of ownership to the Los Angeles Fire Department of the final site selection shall be in accordance with all agreements reached with the developer and approved by the Chief Engineer and General Manager of the Los Angeles Fire Department.

Mr. Daniel O'Donnell  
March 18, 1994  
Page 5

The time frames for design, planning, and construction of the new Task Force Fire Station shall be subject to the approval of the Chief Engineer and General Manager.

The financial responsibility for the land and buildings will be the responsibility of the developer.

#### CONCLUSION


The Alameda District Plan project shall comply with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan of the City of Los Angeles (C.P.C. 19708).

The Los Angeles Fire Department continually evaluates fire station placement and overall Department services for the entire City, as well as specific areas. The development of this proposed project, along with other approved and planned projects in the immediate area, may result in the need for the following:

1. Increased staffing for existing facilities.
2. Additional fire protection facilities.
3. Relocation of present fire protection facilities.

For any additional information, please contact our Hydrant Unit, at (213) 485-5964.

DONALD O. MANNING  
Chief Engineer and General Manager

  
Dal L. Howard, Assistant Fire Marshal  
Bureau of Fire Prevention and Public Safety

DLH:ASM:lq:a\union.wp

cc: Rita Walters, Ninth Council District  
Environmental Affairs Commission  
Fire Department Planning Section  
Battalion Chief Robert L. Aaron, Metro Rail Project  
Coordinator  
Captain Louis A. Roupoli, Building Administration Section  
Christopher A. Joseph, Environmental Planning Associates

# Los Angeles Unified School District

Facilities Asset Management Division

Ray A. Thompson  
Superintendent of Schools

Environmental Review File  
Alameda District Plan

David W. Koch  
Business Manager

C. Douglas Brown  
Intern Coordinator

Bob Niccum  
Director of Real Estate

March 25, 1994

Mr. Daniel O'Donnell, Project Coordinator  
City Planning Department  
Neighborhood Planning Division  
221 South Figueroa Street, Suite 310  
Los Angeles, CA 90012

Dear Mr. O'Donnell:

Re: Alameda District Plan (Union Station and  
Terminal Annex)

Thank you for providing us the opportunity to comment on the scope and content of the Notice of Preparation for the above-referenced project. Our response includes the comments provided below, as well as the attached comments from the District's Environmental Health and Safety Branch.

Please estimate the number of students the project is expected to generate, both from the residential development and, indirectly, from the commercial development. Then please determine whether the schools which will be serving these project-generated students have adequate classroom seats for the expected growth.

In your discussion of the jobs/housing balance, please also consider the need for a jobs/housing/schools balance. To the extent that jobs and housing are balanced, but schools are not, the savings in home to work commuting is partially if not entirely negated by the increase in home to school commuting, as students must travel long distances by car or bus to schools elsewhere in the District that have available classroom space. Thus, lack of adequate school infrastructure to serve a community leads to increased traffic and a deterioration of air quality.

In the cumulative impacts analyses for housing and schools, please include a discussion of impacts that will be expected by virtue of the probability that the area within 1/4 to 1/2 mile radius of the Union Station will be densely developed. Do you have any estimate of the number of new housing units that might be built within 1/2 mile of the project area? Please comment on whether the neighborhood schools have adequate classroom space to service the new housing.

It is increasingly apparent to many school planners that non-traditional solutions to school overcrowding will be especially needed in densely-developed areas close to transit centers. If it is determined that this project in any Phase will adversely impact schools, please consider as mitigation the provision of a primary center within the project area.

Mr. O'Donnell

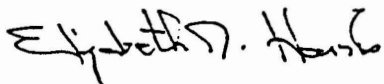
-2-

March 25, 1994

Please identify any haul routes which will pass sensitive receptor schools, and estimate the frequency of trips, and the noise and air emissions impacts. 7

Thank you for your consideration of our concerns.

Very truly yours,



Elizabeth J. Harris  
California Environmental Quality Act Officer

EJH:ldf

Attachment

c: Mr. Koch  
Mr. Brown  
Ms. Wong



RICHARD J. RORDAN  
Mayor

CHIEF OF STAFF  
DENNIS A. TILLO, *President*  
CONSTANCE L. RICE, *Vice President*  
JOSE DE JESUS LEGASPI  
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JUDITH K. KASNER, *Secretary*

KENNETH S. MIYOSHI, *General Manager and Chief Engineer*  
EDDIE A. COITON, *Assistant General Manager - Power*  
JAMES F. WICKSER, *Assistant General Manager - Water*  
PHYLLIS E. CURRIE, *Chief Financial Officer*

May 10, 1994

Mr. Daniel O'Donnell  
Project Coordinator  
City of Los Angeles  
Planning Department  
Neighborhood Planning Division  
221 South Figueroa Street  
Suite 310  
Los Angeles, California 90012

Dear Mr. O'Donnell:

Alameda District Plan (ADP) Union Station/Terminal Annex  
Request for Review and Comments on Notice of Preparation (NOP)

This is in reply to your letter requesting comments on the NOP for the ADP.

The proposed ADP covers 69 acres near and including the Union Station site. The ADP would be developed in a three-phased program and would involve over 10 million square feet of a combination of new development and new uses.

The Los Angeles Department of Water and Power (LADWP) will be working with you to provide the electrical service needed for the ADP. Facility construction may cause temporary impacts to the surrounding communities in the form of unavoidable noise, air pollution, and traffic congestion during construction and should be considered in the Draft Environmental Impact Report.

Additional power system facilities are expected to be required for and to provide an adequate backup source of electrical power to the ADP. These new facilities may include transformation facilities needed to provide the ADP's utilization voltage. Further, the overall magnitude of the total ADP is such that it will require rearranging LADWP's receiving station scheme and the installation of additional 34.5-kv distribution circuits. Also, the cumulative affect of this and other projects expected in the region will eventually require the construction of a new receiving station to provide an adequate electrical supply to the region.

IS THIS IN CUMULATIVE

The majority of the ADP will be remote from existing electrical transmission lines and should not have any direct impact on the operation or maintenance of LADWP's transmission facilities. However, LADWP does have three 230-kV transmission

May 10, 1994

belt lines in proximity to the northeastern corner of the ADP location near the Los Angeles River. Any proposed work within or adjacent to the 110-foot-wide transmission line right-of-way must have pre-approval through the LADWP's Real Estate Section of the Power System Services Division.

Based on the ADP, some of the enclosed commercial energy conservation mitigation measures may apply and should be considered for inclusion in the ADP.

Thank you for the opportunity to submit these comments on the ADP. If you or your staff have any questions regarding this letter, please contact Mr. Richard P. Franklin of my staff at (213) 367-0338.

Sincerely,

*J. Alan Walti*

J. ALAN WALTI  
Manager of Environmental  
Services and Planning

Enclosure

c: Mr. Richard P. Franklin



### Commercial Energy Conservation Mitigation Measures

During the design process, the applicant should consult with the Los Angeles Department of Water and Power, Energy Services Subsection, regarding possible energy conservation measures. The applicant shall incorporate measures which will exceed minimum efficiency standards for Title XXIV of the California Code of Regulations.

- Built-in appliances, refrigerators, and space-conditioning equipment should exceed the minimum efficiency levels mandated in the California Code of Regulations.
- Install high-efficiency air conditioning controlled by a computerized energy-management system in the office and retail spaces which provides the following:
  - A variable air-volume system which results in minimum energy consumption and avoids hot water energy consumption for terminal reheat;
  - A 100-percent outdoor air-economizer cycle to obtain free cooling in appropriate climate zones during dry climatic periods;
  - Sequentially staged operation of air-conditioning equipment in accordance with building demands; and
  - The isolation of air conditioning to any selected floor or floors.
  - Consider the applicability of the use of thermal energy storage to handle cooling loads.
- Cascade ventilation air from high-priority areas before being exhausted, thereby, decreasing the volume of ventilation air required. For example, air could be cascaded from occupied space to corridors and then to mechanical spaces before being exhausted.
- Recycle lighting-system heat for space heating during cool weather. Exhaust lighting-system heat from the buildings, via ceiling plenums, to reduce cooling loads in warm weather.
- Install low and medium static-pressure terminal units and ductwork to reduce energy consumption by air-distribution systems.
- Ensure that buildings are well-sealed to prevent outside air from infiltrating and increasing interior space-conditioning

loads. Where applicable, design building entrances with vestibules to restrict infiltration of unconditioned air and exhausting of conditioned air.

- A performance check of the installed space-conditioning system should be completed by the developer/installer prior to issuance of the certificate of occupancy to ensure that energy-efficiency measures incorporated into the project operate as designed.
- Finish exterior walls with light-colored materials and high-emissivity characteristics to reduce cooling loads. Finish interior walls with light-colored materials to reflect more light and, thus, increase lighting efficiency.
- Install thermal insulation in walls and ceilings which exceeds requirements established by the California Code of Regulations.
- Design window systems to reduce thermal gain and loss, thus, reducing cooling loads during warm weather and heating loads during cool weather.
- Install heat-reflective draperies on appropriate exposures.
- Install fluorescent and high-intensity-discharge (HID) lamps, which give the highest light output per watt of electricity consumed, wherever possible including all street and parking lot lighting to reduce electricity consumption.
- Install occupant-controlled light switches and thermostats to permit individual adjustment of lighting, heating, and cooling to avoid unnecessary energy consumption.
- Install time-controlled interior and exterior public area lighting limited to that necessary for safety and security.
- Control mechanical systems (HVAC and lighting) in the building with timing systems to prevent accidental or inappropriate conditioning or lighting of unoccupied space.
- Incorporate windowless walls or passive solar inset of windows into the project for appropriate exposures.
- Design project to focus pedestrian activity within sheltered outdoor areas.

For additional information concerning these conservation measures, please contact Mr. Brian Belier, Manager of the New Construction Unit of Energy Services Subsection, at (213) 481-5735.

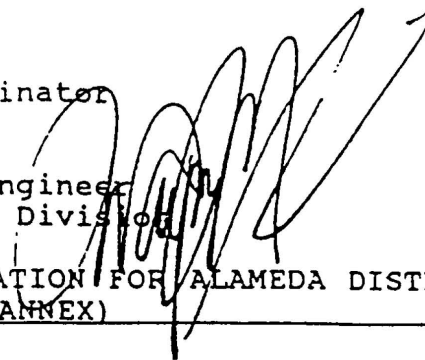
CITY OF LOS ANGELES  
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: MAR 10 1994

TO: Dan O'Donnell, Project Coordinator  
Planning Department

FROM: Wayne M. Savaria, Division Engineer  
Wastewater Program Management Division

SUBJECT: COMMENTS ON NOTICE OF PREPARATION FOR ALAMEDA DISTRICT  
PLAN (UNION STATION/TERMINAL ANNEX)



Staff of the Environmental Coordination Unit have reviewed the above referenced document and submit the following comments.

The proposed project would generate wastewater flows that would be treated within the Hyperion Sewage Treatment System (HSTS). The Draft Environmental Impact Report (DEIR) should include a comprehensive analysis of the wastewater generation potential of the entire proposed project, assuming build-out, and include estimates of the quantity and quality of anticipated future daily wastewater flows.

The DEIR should also include verification that sufficient hydraulic capacity exists, within local and downstream collector sewers, to accommodate the proposed project. Portions of the wastewater collection system, in the City's downtown area, are currently flowing near or above design capacity.

This proposed project will require extensive sewer construction off-site in order to connect to a sewer with available capacity to carry the proposed project's increased flows. The DEIR must discuss the related construction activity as part of the proposed project and include a full analysis of the environmental effects likely to be associated with construction of the extension.

The DEIR should discuss water conservation measures to be undertaken by the project sponsors that could result in reduced wastewater generation. Document authors should be aware that the City has enacted comprehensive water conservation requirements for new development.

In addition to concerns associated with wastewater, all wastewater management providers within the South Coast Air Basin must meet the 1989 Regional Air Quality Management Plan requirements for conformity.

The DEIR for the proposed project should address all project-related impacts to air quality and measures which will be undertaken by project sponsors to reduce these effects.

Document authors are reminded that compliance with applicable regulations or permit requirements are mandatory and are not considered to be mitigation.

Thank you for this opportunity to comment. If you have any questions, please contact Mistie M Joyce at (213) 847-9522.

WMS/WS/mmj  
(H:\GROUPS\ECU\ENV\_GNR\PRVT\_DEV\ALMDANOP)  
ENV-2-1

cc: James Doty, PMD

CITY OF LOS ANGELES  
INTER-DEPARTMENTAL CORRESPONDENCE


E:

MAR 17 1984

Daniel O'Donnell  
Project Coordinator  
City Planning Department  
Neighborhood Planning Division  
221 South Figueroa Street  
Los Angeles, CA 90012

FROM: Stephen B. Houck  
Acting Division Engineer  
Project Management Division

BY: Ara Kasparian  
Director  
Environmental Management  
Section



SUBJECT: ALAMEDA DISTRICT PLAN - NOTICE OF PREPARATION

Per your request, the above captioned project has been evaluated in accordance with the requirements of the California Environmental Quality Act (CEQA). The Environmental Management Section (EMS) has evaluated the NOP and has no comments.

Please forward a copy of the Draft EIR to John Berg (213/847-8692) at Bureau of Engineering, Project Management Division, 650 S. Spring St., Suite 600, Los Angeles, CA 90014-1915.

SBH/AK/JB/cpdalame.wp

INTER-DEPARTMENTAL CORRESPONDENCE

March 18, 1994

TO: Daniel O'Donnell, Project Coordinator  
... Department of City Planning

FROM: Fire Department

SUBJECT: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT  
REPORT - ALAMEDA DISTRICT PLAN (UNION  
STATION/TERMINAL ANNEX)

The proposed project consists of the 52-acre Union Station property and the 17-acre Terminal Annex property located immediately to the north. The Alameda District Plan (ADP) would be developed in a three-phased project. The first phase would include commercial office space, government office space, retail uses, a museum, plazas, and open space areas. The existing Terminal Annex structure would be revised for government office space as part of Phase I. Phase II and III involve eventual buildout of the entire project over an anticipated 20 to 30 year period. The project site boundaries include Alameda Boulevard and North Main Street on the west; Vignes Street on the north and east, and the Hollywood/Santa Ana Freeway and the El Monte Busway on the south.

The following comments are furnished in response to your request for this Department to review the proposed development:

A. FIRE-FLOW

The adequacy of fire protection for a given area is based on required fire-flow, response distance from existing fire stations, and this Department's judgment for needs in the area. In general, the required fire-flow is closely related to land use. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard.

Fire-flow requirements vary from 2,000 gallons per minute (G.P.M.) in low density areas to 12,000 G.P.M. in high-density commercial or industrial areas. A minimum residual water pressure of 20 pounds per square inch (P.S.I.) is to remain in the water system, with the required gallons per minute flowing.

The required fire-flow for this project has been set at 12,000 gallons per minute (G.P.M) available at any block.

Mr. Daniel O'Donnell  
March 18, 1994  
Page 2

Improvements to the water system in this area may be required to provide 12,000 G.P.M. fire-flow. The cost of improving the water system may be charged to the developer. For more detailed information regarding water main improvements, the developer shall contact the Water Services Section of the Department of Water and Power at (213) 367-1182.

B. RESPONSE DISTANCE

Based on a required fire-flow of 12,000 G.P.M., the first-due Engine Company should be within .75 mile(s), the first-due Truck Company within 1.0 mile.

The Fire Department has existing fire stations at the following locations for initial response into the area of the proposed development:

Fire Station No. 4  
Task Force Station - Truck and Engine Company  
Hazardous Materials Squad  
800 North Main Street  
Staffing - 14  
Miles - 1.0

Fire Station No. 3  
Task Force Station - Truck and Engine Company  
Paramedic and EMT Ambulance  
Division One Headquarters  
108 North Fremont Avenue  
Staffing - 16  
Miles - 3.0

Fire Station No. 2  
Task Force Station - Truck and Engine Company  
Paramedic Ambulance  
1962 East Brooklyn Avenue  
Staffing - 12  
Miles - 3.1

Fire Station No. 1  
Task Force Station - Truck and Engine Company  
Paramedic Ambulance  
2230 Pasadena Avenue  
Staffing - 12  
Miles - 3.5

The above distances were computed to the outermost boundaries of the proposed project. Actual mileage into all areas of the project would be even further.

- Based on this criteria (response distance from existing fire stations), fire protection would be considered inadequate due to Engine Company response.

C. FIRE HYDRANT SPACING

All portions of every commercial or industrial building must be within 300 feet of an approved fire hydrant.

The maximum distance between fire hydrants on roads and fire lanes is 300 feet.

D. FIREFIGHTING PERSONNEL ACCESS

Any person owning or having control of any facility, structure, group of structures, or premises shall provide and maintain Fire Department access.

If any portion of the first-story exterior walls of any building or structure is more than 150 feet from the edge of the roadway of an improved street, an approved fire lane shall be provided so that such portion is within 150 feet of the edge of the fire lane.

E. FIREFIGHTING APPARATUS ACCESS

At least two different ingress/egress roads for each area, that will accommodate major fire apparatus and provide for an evacuation during emergency situations shall be required.

Private development shall conform to the standard street dimensions shown on Department of Public Works Standard Plan D-22549.

During demolition the Fire Department access will remain clear and unobstructed.

Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.



U  
INTER-OFFICE CORRESPONDENCE  
LOS ANGELES UNIFIED SCHOOL DISTRICT

O: Elizabeth Harris, CEQA Officer  
Real Estate Branch

Date: March 25, 1994

ROM: Janice Sawyer  
Environmental Health and Safety Branch

UBJECT: NOTICE OF PREPARATION: ALAMEDA DISTRICT PLAN

In response to your request to provide comments for the above referenced project, the following is provided.

The applicant has the responsibility under the California Environmental Quality Act to reasonably attempt to disclose the impacts of its project on sensitive receptor populations. The applicant does propose to evaluate air quality and noise impacts, however, in order to determine if District sites are adversely affected by the proposed project, the District recommends that the following items be addressed:

1. The District believes that construction related activities may impact roadway capacity and reduce existing levels of service (LOS). As a result, concentrations of vehicular emissions such as carbon monoxide may create "hot spots" with concentrations exceeding ambient air quality standards.

The EIR therefore, should incorporate the appropriate microscale analysis to determine the impact of vehicular emissions on the affected school based populations.

2. The District requests that fugitive dust (PM10) generated from any demolition and construction related activities be quantified and ground level concentrations achieved at District schools be determined.
3. Quantify ambient noise levels at affected District schools and compare them to predicted or projected levels resulting from project related construction.

I have provided the District's assessment guidelines for carbon monoxide, fugitive dust (PM10) and noise. I strongly recommend the applicant consider the use of our methodology and approach. Please keep me abreast as to the disposition of this memorandum and subsequent response by the applicant.

Should you have any questions or comments, please feel free to call me at (213) 742-7371.

JS:js  
Enclosures

## NOISE STUDY GUIDELINES FOR ENVIRONMENTAL DOCUMENTS

Noise control is important in determining appropriate land use near educational facilities. These guidelines and standards were intended for use for proposed projects that may result in significant and . . . measurable increases in ambient noise levels at Los Angeles Unified School District sites.

The attached is designed to assist those who prepare noise study reports by providing some consistency to the way noise information is presented in environmental documents.

## RECOMMENDED COMPONENTS OF A NOISE STUDY

### I. Project Description

Provide a brief description of the project in terms of its effect on the noise environment and a brief description of the existing noise environment and its impact on the District.

### II. A Detailed Survey of Existing Noise Environment

- A. Provide a map showing existing setting in relation to the proposed project with adjacent land uses, receptors, identified noise sources, and proposed sample locations. Pertinent distances should be noted.
- B. Survey must encompass the proposed project area and include all noise sensitive receptors (i.e. schools). Survey should establish the existing ambient noise level which may be used to establish compliance with District Noise Standards (See attached). Noise survey sites should include school sites within a quarter mile radius of the proposed project. Rationale for sampling location on District sites should be included in report.
- C. Survey should cover the time period when the school may be affected by the proposed project. Identify dates, times and duration of sampling (a minimum of 1 hour recommended).
- D. Survey should encompass a representative number of days to determine the existing "typical" noise environment.
- E. For time periods measured, the noise data should include  $L_{eq}$ ,  $L_1$ ,  $L_{10}$ ,  $L_{50}$ ,  $L_{90}$ , and identification of typical noise levels emitted by existing sources. If day-night measurements are made, report  $L_{dn}$  or CNEL also.
- F. Summarize the present environment by providing a noise contour map showing lines of equal noise level in 5dB increments.
- G. Follow the recommended sampling protocol
  1. Utilize the "A" weighted scale of the sound level meter and the "slow" meter response (use fast response for impulsive type sounds).
  2. The noise measurements should be taken at all impacted District sites, both interior and exterior noise levels. Impacted sites are those which may be affected by construction noise and/or post construction.
  3. Microphone should be located four to five feet above the ground; ten feet or more from the nearest reflective surface, where possible. However, in cases where another

elevation is deemed appropriate, that elevation should be utilized and the rationale for the change discussed.

4. Measurements should be made at a point at least four feet from walls, ceilings, or floors nearest the noise source, with windows in the normal seasonal configuration.
5. Exterior noise measurements should be taken at the school property line at the point nearest the source.
6. Calibration of noise measurement equipment should be performed immediately prior to recording any noise data.

### III. Future Noise Environment

A. Provide a brief description of predicted future noise environment, for both short term (i.e., during project construction) and long term (i.e., after project) impacts. The scope of analysis will vary depending upon the type of project, but at a minimum the following must be provided for short term and long term impacts.

1. Discuss types of noise sources and their proximity to the potentially impacted school site(s).
2. Description of Operations and Activities
  - a. Average daily level of activity (e.g., traffic, equipment operations in hours per day).
  - b. Distribution of activity over day and nighttime periods, days of week, etc.
  - c. Description of noise sources (i.e., percent truck; percent construction equipment; percent machinery).
  - d. Identify any unusual noise characteristics (impulsive, tone).
- B. Method Used to Predict Future Levels
  1. Identify computer model used
  2. State any modifications to standard model in detail and rationale for changes.
  3. Show noise levels at District sites in Leq L<sub>1</sub>, L<sub>10</sub>, L<sub>50</sub>, L<sub>90</sub>.
  4. Give any other information/data yielded by model used.
- C. Provide contours of Predicted Future Levels

#### IV. Impacts

- A. Quantify anticipated changes in noise by comparing ambient noise levels to predicted or projected noise levels with project. Evaluate the impact on District sites.
- B. Discuss effects of increased noise on school environment (e.g., speech interference).

#### V. Mitigations

- A. Discuss how adverse noise impacts can be mitigated. List any alternative technologies for mitigation, their relative effectiveness and feasibility. If noise barriers are proposed for mitigation, specify attenuation.
- B. Outline responsibilities of the lead agency.
- C. Provide a discussion of noise impacts that cannot be mitigated.

DISTRICT NOISE STANDARDS

	$L_{10}^*$	$L_{eq}^{**}$
EXTERIOR NOISE LIMITS	70 dBA	67 dBA
INTERIOR NOISE LIMITS	55 dBA	52 $L_{eq}$

In those cases where the existing ambient noise levels exceeds the District Noise Standards, maximum measured ambient noise level will be considered the standard.

\* $L_{10}$ : Sound level that is exceeded 10 percent of the time for the time period under consideration.

\*\* $L_{eq}$ : A measure of the exposure resulting from the accumulation of A-weighted sound levels over a particular period of interest.

## FUGITIVE DUST (PM10)

Currently, there are no California Ambient Air Quality Standards (AAQS) for short term (<24 hour) exposures to PM10. Nevertheless, the South Coast Air Quality Management District reports that exposure to PM10 can result "in both short and long term reductions in lung function" and cites children as "especially sensitive" to its effects. The California Air Resources Board additionally states that when inhaled, these particles expose children to adverse health effects such as "increased risk of asthma attacks, reduced pulmonary function and increased risk of respiratory illnesses."

To account for short term exposures, the Los Angeles Unified School District has established a "significance threshold" for short term exposure levels by utilizing the U.S. Environmental Protection Agency approach for short term averaging time adjustments (U.S. EPA-450/4-77-001). A short term one hour concentration was established by dividing the 24 hour AAQS of 50 ug/m<sup>3</sup> by the averaging time adjustment value of 0.4. The resulting concentration of 125 ug/m<sup>3</sup> is used to represent the maximum concentration an individual may experience within one hour without impact or exacerbation of symptoms in sensitive individuals.

To approximate an acceptable daily (8 hour) school based exposure, the above referenced approach was again used and a multiplying factor of 0.7 applied to the adjusted one hour concentration. The resulting product of 88 ug/m<sup>3</sup> is used to represent the maximum concentration an individual may experience throughout the school day without impact or exacerbation of symptoms in sensitive individuals.

### Assessment Methodology

The following methodology is presented to ensure that short term and intermittent source-receptor concentrations are quantified and impacts on the school based population defined.

The air quality analysis should quantify construction and related emissions generated from the following soils handling and dust generating activities:

- Structural demolition
- Grading
- Excavation
- Aggregate loading and unloading
- Transportation of heavy equipment and haul trucks on paved and unpaved roadways (reentrainment)
- Aggregate stockpiling and storage

The District recommends that appropriate project scheduling reports and standard operating variables be used with the above soils handling and dust generating activities to produce credible emission estimates.

The following guidance documents are recommended to assist in the quantification of PM10 emissions:

1. U.S. Environmental Protection Agency, 1985. Compilation of Air Pollutant Emission Factors, Volume I: Stationary Point and Area Sources, Fourth Edition. AP-42. Supplement A to the Fourth Edition, 1986. Supplement B to the Fourth Edition, 1988. Supplement C to the Fourth Edition, 1990. Supplement D to the Fourth Edition, 1991.
2. U.S. Environmental Protection Agency, 1988. Control of Open Fugitive Dust Sources. EPA-450/3-88-008.

3. U.S. Environmental Protection Agency, 1989. Air/Superfund National Technical Guidance Study Series, Volume III: Estimation of Air Emissions from Cleanup Activities at Superfund Sites (Interim Final). EPA-450/1-89-003.
4. U.S. Environmental Protection Agency, 1992. Fugitive Dust Background Document and Technical Information Document for Best Available Control Technology. EPA-450/2-92-004.
5. South Coast Air Quality Management District, 1993. CEQA Air Quality Handbook, Chapter 9: Emission Calculation Procedures.

#### Air Dispersion Models

Once emissions have been quantified, air dispersion modeling utilizing sequentially processed meteorological data is necessary to determine the maximum ground level concentrations experienced at the school. Ground level concentrations for both one and eight hour averaging times should be generated to account for school based exposures (i.e. 8:00 a.m. to 4:00 p.m.). The following air dispersion models are recommended:

1. Industrial Source Complex Short Term (ISCST2)
2. Fugitive Dust Model (FDM)

To ensure a viable modeling effort, all appropriate input variables should be based on the above referenced assessment methodology.

To permit a technical review, the District requests that all emission calculations and assumptions used to perform the analysis, including model input and output files, be provided.



# CARBON MONOXIDE

The current California short term ambient air quality standards (AAQS) for one and eight hour exposures to carbon monoxide are 20 ppm and 9 ppm, respectively. The South Coast Air Quality Management District (SCAQMD) has also established emergency episode criteria for carbon monoxide exposure. The first-stage one hour concentration is 40 ppm. The SCAQMD reports that concentrations at this level may "endanger or cause significant harm to the public."

## Modeling Methodology

Where appropriate, the District recommends that the carbon monoxide microscale analysis be conducted in accordance with the methodology and protocol presented in the following guidance documents:

1. California Department of Transportation, 1989. CALINE 4 - A Dispersion Model for Predicting Air Pollutant Concentrations Near Roadways.
2. California Department of Transportation, 1988. Air Quality Technical Analysis Notes.
3. California Air Resources Board, 1989. Air Quality Analysis Tools\*.
4. U.S. Environmental Protection Agency, 1992. EPA User's Guide for CAL3QHC: A Modeling Methodology for Predicting Pollutant Concentrations Near Roadway Intersections. EPA-454/R-92-006.
5. U.S. Environmental Protection Agency, 1992. Guideline for Modeling Carbon Monoxide from Roadway Intersections. EPA-454/R-92-005.

\* Input parameters for the following variables should be made in accordance with the following approach:

- vehicles/lane/cycle (NCYC):

$$\frac{\text{vehicle approach volume (VPH)}}{\text{number of traffic lanes} \times (3600/\text{total cycle time})}$$

- vehicles delayed/lane/cycle (NDLA):

$$\frac{\text{vehicles/lane/cycle} \times \text{red cycle time}}{\text{total cycle time}}$$

- last vehicle idle time (IDT2): values should be based on the average stopped delay time per vehicle (seconds/vehicle) for each respective lane group or movement. A value of zero in not appropriate when delay times exceed the green cycle time.

## Air Dispersion Models

The District recommends use of the following air dispersion models to determine school based exposures:

1. CALINE4: Preferred for all roadway and traffic conditions.
2. CAL3QHC: May be used for free flow links. Signalized intersections may also be considered when the following conditions are met:

- all vehicles clear an intersection during the respective green time (average delay < green cycle time).
- vehicle capacity (V/C) ratios predicted by the model are consistent with the values presented in the project's traffic study.

To ensure a viable modeling effort, all appropriate input variables should be based on data presented in the project's traffic study (e.g. traffic volumes, cycle and delay times).

To permit a technical review, the District requests that all data collected pursuant to the above requirement, including model input and output files, be provided.

CITY OF LOS ANGELES  
INTER-DEPARTMENTAL CORRESPONDENCE

March 24, 1994

Alameda Street &  
Macy Street

To: Dan O'Donnell, City Planner  
Department of City Planning

*Robert Takasaki*  
From: Robert Takasaki, Senior Transportation Engineer  
Department of Transportation

Subject: NOTICE OF PREPARATION (NOP) OF A DRAFT  
ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE  
ALAMEDA DISTRICT PLAN (ADP) PROJECT

The Department of Transportation (DOT) has reviewed the NOP for a DEIR for the proposed ADP site located in the northern portion of Downtown Los Angeles. The project site boundaries include Alameda Street and North Main Street on the west, Vignes Street on the north and east, and the Hollywood/Santa Ana Freeway (U.S. Highway 101) and El Monte Busway on the south. The ADP site is approximately 69 acres in size and consists of the 52-acre Union Station property and the 17-acre Terminal Annex property located immediately north of Union Station.

The ADP seeks to preserve existing uses at Union Station and redevelop both Union Station property and Terminal Annex property. The ADP would be developed as a three-phased project. The first project phase would consist of approximately 2.91 million square feet of new development, which includes office, retail and museum as well as open space areas. The anticipated completion date for phase I would be in the years from 2000 to 2005. Phases II and III would occur over a 20 to 30 year period and would include a total of 7.50 million square feet of new uses resulting in a total buildout of approximately 10.86 million square feet.

The ADP EIR is a combined project and program EIR. Only Phase I of the ADP will receive the detailed evaluation of the potential traffic impacts of the specific development proposals contained in Phase I. A program-level EIR will be provided for phases II and III to consider potential cumulative impacts.

Dan O'Donnell

-2-

March 24, 1994

DOT has been engaged in an ongoing series of meetings with the traffic consultant, Korve Engineering, to develop a traffic study methodology that is independent of recently adopted DOT Traffic Study Guidelines. The traffic study is intended to fit into a Program EIR and is tailored to that level of detail. As a result of these meetings DOT and Korve Engineering have agreed that the scope of work and approach for the traffic study will be as shown in the attached one page summary entitled "Union Station Area Specific Plan Transportation Study" with attached Figures: 1, 2, and 3. DOT will be working closely with Korve Engineering to produce the required traffic study for the DEIR.

Should any questions arise, please contact Charles King at (213) 485-2295

CGK/A:adp

attachment

cc: Council District Nos. 1 & 14  
Central District, DOT

## UNION STATION AREA SPECIFIC PLAN TRANSPORTATION STUDY

The Transportation Study will develop a Master Transportation Plan for the Union Station Area Development Project. It will also provide an analysis of transportation impacts and identify an appropriate mitigation program at a level consistent with a Program EIR.

The Transportation Study will focus on a system level analysis, with the intent to:

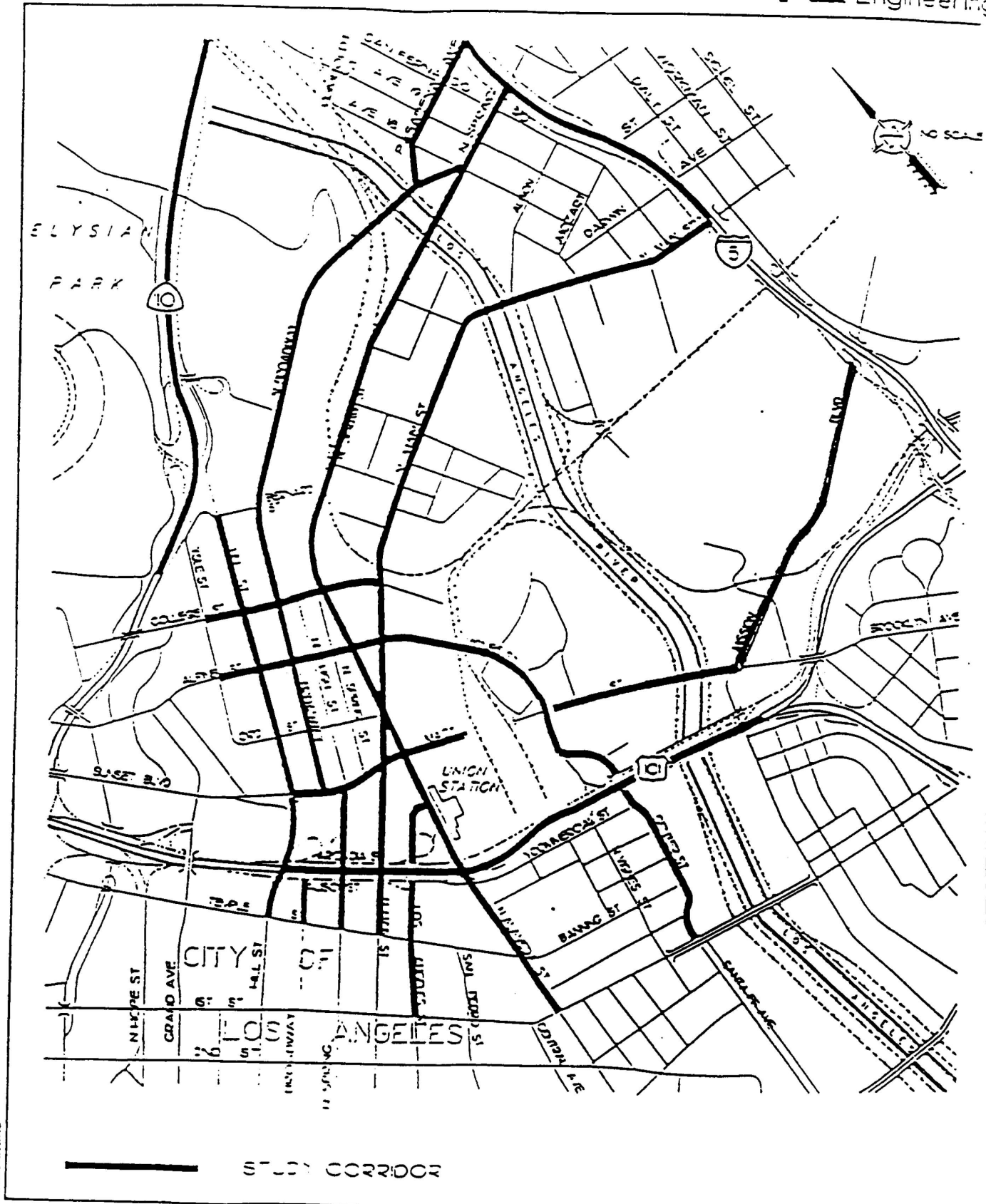
- o identify potential system level impacts
- o articulate effective solutions and strategies
- o define an overall transportation mitigation program.

The Study Area for the Transportation Study will be as shown in Figure 1. The Study will focus on a link-based analysis in a manner consistent with the Congestion Management Program methodology recently agreed to between the City of Los Angeles and LACMTA. The study will address the corridors shown in Figure 2. The study will also address the specific intersections, shown in Figure 3, that are adjacent to the project.

The Transportation Study will include an analysis of mode-split, auto and transit trips, TDM and parking.

The Transportation Study will be based on an impact analysis type methodology, comprising the following key steps in travel forecasting and analysis.

1. Corridor Level Control Totals (Optional)
  - o Use DSP Spreadsheet as base input for corridor
  - o Disaggregate from corridor to street level
2. Coordinate with Regional Forecasts
  - o Compare to regional model information (SCAG, LACMTA, Caltrans)
  - o Adjust, consolidate, as appropriate
  - o Obtain street link forecasts, daily, AM peak and PM peak, for background without project
3. Develop Intersection-Level Forecasts
  - o Growth factor and balancing/iteration process from link data, to estimate turning movements at indicator intersections.
4. Add USASP Traffic
  - o Calculate project trip generation
  - o Assign trips to network
  - o Analyze impacts
  - o Analyze mitigation strategies



GOVERNOR'S OFFICE OF PLANNING AND RESEARCH  
TENTH STREET  
SACRAMENTO, CA 95834



DATE: March 2, 1994  
TO: Reviewing Agencies  
RE: ALAMEDA DISTRICT PLAN (UNION STATION/TERMINAL ANNEX)  
SCH# 94031006

Attached for your comment is the Notice of Preparation for Responsible agencies must transmit their concerns and comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of this notice. We encourage commenting agencies to respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

DANIEL O'DONNELL  
CITY OF LOS ANGELES  
221 SOUTH FIGUEROA STREET  
SUITE 310  
LOS ANGELES, CA 90012

with a copy to the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the review process, call Mark Goss at (916) 445-0613.

Sincerely,

Michael Chiriatti, Jr.  
Chief, State Clearinghouse

cc: Lead Agency

## PUBLIC UTILITIES COMMISSION

100 MARKET STREET  
SAN FRANCISCO, CA 94102-3298



March 28, 1994

Daniel O'Donnell  
City of Los Angeles  
221 So. Figueroa St., Ste. 310  
Los Angeles CA 90012

RE Notice of Preparation (NOP) for the Alameda District  
Plan (Union Station/Terminal Annex), SCH# 94031006

Dear Mr. O'Donnell:

We received the subject document from the State Clearinghouse as a potential responsible agency under the California Environmental Quality Act (CEQA).

The above entitled project involves possible reconstruction or alteration of railroad grade crossings at Macy Street and Vignes Street. If reconstruction or alteration are undertaken at either or both of these railroad grade crossings, or at any others, then an application for Commission authority would be required pursuant to Public Utilities Code Section 1202. Commission authority is similarly required for any new railroad crossings or grade separations.

Also, the installation of any new railroad tracks should conform to the Commission's General Order 26-D, "Regulations Governing Clearances on Railroads," and General Order 118, "Regulations Governing the Construction, Reconstruction and Maintenance of Walkways Adjacent to Railroad Trackage."

This constitutes the extent of our review. For further information about the Commission's policies and procedures regarding railroad crossings, separations and operations, please contact the Commission's Traffic Engineering Section at 415/557-2641.

If there are other questions, please call Martha Sullivan of my staff at 415/703-2126.

Sincerely,

A handwritten signature in black ink, appearing to read "D. Long".

DOUGLAS M. LONG, Manager  
Environmental and Energy Advisory Branch  
Commission Advisory and Compliance Division



Los Angeles District Plan  
 Project #299061x1

Employing Rates Calculations

06/08/94

File: C:\AER\118\PLAN\1061X1.DAT

1/1 (2000)

	Office	Retail: Gro. Pr.	Resid: Local/Conv.	Hotel (1)	Restaurant	Realt.	Museum
a. Total Number of Employees (for calculations only)	1000	100	100	100	100		100
b. Gross square feet/employee	290	800	480		118		800
c. Employees/1000 GSF	3.45	1.25	2.08	1.00	8.70		1.25
d. Census (employees present on typical day)	80%	80%	90%	90%	90%		90%
e. On-Site Employees	800	80	90	90	90		90
f. Percentage of Employees using Transit	40%	40%	40%	40%	40%		40%
g. Number of Employees Using Transit	320	32	36	36	36		36
h. Number of Non-Transit Employees	480	48	54	54	54		54
i. Percentage of Employees Ridesharing	20%	20%	20%	20%	20%		20%
j. Number of Employees Ridesharing	160	16	18	18	18		18
k. Vehicles Occupancy	4	0.2	0.3	0.3	0.3		0.3
l. Vehicles/Employee	4.8	6	6	6	6		6
m. Single Occupant Vehicles	360	17	17	17	17		17
n. Total Employee Vehicles	408	23	23	23	23		23
o. Employee Vehicle Occupancy (2)	1.33	1.37	1.37	1.38	1.35		1.48
p. Employee Parking Spaces/1000 GSF (3)	1.82	0.78	0.80	0.25	2.18		0.43
q. Visitor Parking Spaces/1000 GSF (4)	0.19	0.48	0.90	0.96	0.88		2.84
r. Sub-Total Parking Spaces/1000 GSF	1.81	1.26	1.49	1.21	3.06	1.8 (4)	3.27
s. Multi-occupancy @ 10%	0.18	0.12	0.16	0.12	0.30	0.00	0.31
t. Total Parking Spaces/1000 GSF	1.99	1.37	1.64	1.33	3.36	1.80	3.58
u. Use for Planning Purposes	2.0	1.4	1.6	1.3	3.5	1.8	3.4

- (1) Employee Rate net by GSF, but per room
- (2) Employee Vehicle Occupancy = Non-Transit Employees/Total Employee Vehicles
- (3) Employee Parking Spaces/1000 GSF = Total Employee Vehicles/GSF per Employee
- (4) Assumed

Notes: City of LA Parking Code

- Residential - Multi Family: 1.0 space/unit for < 3 habitable rooms;  
 1.5 space/unit for 3 habitable rooms; and  
 2.0 spaces/unit for > 3 habitable rooms
- Hotel: 1 space/room for first 80 rooms;  
 1 space/2 rooms for rooms 81 to 80; and  
 1 space/3 rooms for rooms over 80.
- Commercial & Industrial: 2 spaces/1000 sf.

These are base rates from the Los Angeles Planning and Zoning Code and may vary by Specific Plan area in the City.

unãda District Plan  
ject #293061x1

ding Rate Calculations  
ject Buildout (2010)

04/04/04

Project: [unclear] Property #11

	Office	Retail: Gro. Pr.	Retail: Local/Comm.	Hotel (1)	Restaurant	Resid.	Museum
ase of Employees (for calculations only)	1000	100	100	100	100		100
ress square feet/employee	280	800	450		115		800
mployees/1000 GSF	4.00	8.53	2.22	1.00	8.70		2.50
aily Census (employees present on typical day)	80%	90%	80%	80%	80%		80%
aily On-Site Employees	800	90	80	80	80		80
ercentage of Employees using Transit	64%	80%	80%	80%	64%		64%
umber of Employees Using Transit	512	72	64	64	512		512
umber of Non-Transit Employees	288	18	16	16	288		288
ercentage of Employees Ridesharing	18%	18%	18%	18%	18%		18%
umber of Employees Ridesharing	138	14	14	14	14		14
ehicles Occupancy	4	3.2	3.2	2.5	2.5		8
ehicles	34	4	4	8	8		8
ngle Occupant Vehicles	160	17	17	17	17		17
Total Employee Vehicles	214	21	21	23	23		28
mployee Vehicle Occupancy (2)	1.47	1.46	1.48	1.86	1.86		1.48
mployee Parking Spaces/1000 GSF (3)	0.88	0.71	0.47	0.88	1.06		0.43
Visitor Parking Spaces/1000 GSF (4)	0.1	0.28	0.5	0.5	2		1.86
Sub-Total Parking Spaces/1000 GSF	0.98	0.99	0.97	0.73	3.98	1.5 (4)	1.73
Contingency @ 10%	0.10	0.10	0.10	0.07	0.40	0.00	0.18
Total Parking Spaces/1000 GSF	1.08	1.09	1.07	0.80	4.38	1.50	1.91
Use for Planning Purposes	1.1	1.1	1.1	0.8	4.5	1.5	2.0

- (1) Employee Rate not by GSF, but per room
- (2) Employee Vehicle Occupancy = Non-Transit Employees/Total Employee Vehicles
- (3) Employee Parking Spaces/1000 GSF = Total Employee Vehicles/GSF per Employee
- (4) Assumed

Note: City of LA Parking Code

Residential - Multi Family: 1.0 space/unit for < 3 habitable rooms;  
1.5 space/unit for 3 habitable rooms; and  
2.0 spaces/unit for > 3 habitable rooms

Hotel: 1 space/room for first 80 rooms;  
1 space/2 rooms for rooms 81 to 80; and  
1 space/3 rooms for rooms over 80.

Commercial & Industrial: 2 spaces/1000 sf.

These are base rates from the Los Angeles Planning and Zoning Code and may vary by Specific Plan area in the City.



West Seventh Street, 12th Floor • Los Angeles, California 90017-3435

(213) 236-1800 • FAX (213) 236-1825

March 30, 1994

Mr. Daniel O'Donnell, Project Coordinator  
City Planning Department  
Neighborhood Planning Division  
221 South Figueroa Street, Suite 310  
Los Angeles, CA 90012

Subject: Comments on Notice of Preparation of a Draft EIR for the Alameda District Plan  
SCAG No. I 9400093

Dear Mr. O'Donnell:

Thank you for the opportunity to review and comment on the Notice of Preparation of a Draft Environmental Impact Report for the Alameda District Plan (Union Station/Terminal Annex). As areawide clearinghouse for regionally significant projects, SCAG assists cities, counties and other agencies to review projects and plans for consistency with the Regional Housing Needs Assessment (RHNA), the Regional Mobility Plan (RMP), Growth Management Plan (GMP), and for conformity with the Air Quality Management Plan (AQMP), all of which are included in the State Implementation Plan (SIP).

As you know, the California Environmental Quality Act requires that EIRs discuss any inconsistencies between the proposed project or plan with the applicable general plans and regional plans (Section 15125 [b]). Accordingly, one of our major interests would be to ensure that the EIR clearly identifies any policies, objectives or programs which are inconsistent with the RHNA, RMP, GMP or AQMP. If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided.

The attached comments are meant to provide guidance for addressing the proposed project within the context of our adopted regional goals and plans, which are based in part upon State and federal mandates. While neither the project sponsor nor the lead agency is required to undertake the specific actions recommended by SCAG or other agencies through the Inter-Governmental Review Process, there are requirements in state and federal laws for consistency with regional goals and plans.

Jodi Vasquez Orange County-President, Stella Mendoza City of Brawley-First Vice President, Ed Edelman Los Angeles County-Second Vice President, John Longville City of Rialto-Past President • Richard Alarcon City of Los Angeles, Richard Alatorre City of Los Angeles, Robert Bartlett City of Monrovia, George Bass City of Bell, Ron Bates City of Los Alamitos, George Battey, Jr. City of Burbank, Hal Berson City of Los Angeles, Walter Bowman City of Cypress, Marvin Braude City of Los Angeles, Susan Brooks City of Rancho Palos Verdes, Art Brown City of Buena Park, Yvonne Brathwaite-Burke Los Angeles County, Jim Busby, Jr. City of Victorville, Bob Buster Riverside County, Laura Chick City of Los Angeles, John Cox City of Newport Beach, Cynthia Crothers City of Moreno Valley, Elmer Green City of Loma Linda, Richard Dixon City of Lake Forest, Doug Drummond City of Long Beach, Jerry Eaves San Bernardino County, John Ferraro City of Los Angeles, John Flynn Ventura County, Jerry Frizzell City of Riverside, Ruth Galanter City of Los Angeles, Sandra Genis City of Costa Mesa, Jackie Goldberg City of Los Angeles, Candace Haggard City of San Clemente, Garland Hardeman City of Inglewood, Robert Hargrave City of Lomita, Mike Hernandez City of Los Angeles, Nate Holden City of Los Angeles, Robert Jamison City of Artesia, Jeff Kellogg City of Long Beach, Jim Kelly City of South El Monte, Richard Kelly City of Palm Desert, Bob Kuhn City of Glendora, Abbe Land City of West Hollywood, John Melton City of Santa Paula, Barbara Messina City of Alhambra, Judy Mikels City of Simi Valley, David Myers City of Palmdale, Kathryn Naeck City of Pasadena, Rex Perry City of Brea, Glenn Norton-Perry City of Chino Hills, Ron Parks City of Temecula, Ivo Pickler City of Anaheim, Michael Plisky City of Oxnard, Beatrice Proo City of Paco Rivera, Larry Rhinehart City of Montclair, Dick Ruedan City of Los Angeles, Mark Rudley-Thomas City of Los Angeles, Albert Rob City of South Gate, Sam Sharp Imperial County, Rudy Svorinich City of Los Angeles, Bob Stone City of Bellflower, Tom Sykes City of Walnut, Jeff Thomas City of Tustin, Laurie Tully-Payne City of Thousand Oaks, Joel Walsh City of Los Angeles, Rita Walters City of Los Angeles, Judy Wright City of Claremont, Zee Yaroslavsky City of Los Angeles •



**SCAG Comments on the Notice of Preparation of a Draft EIR  
for the Alameda District Plan (Union Station/Terminal Annex)**

Description

The Alameda District Plan (ADP) site is located along the east side of Alameda Street, north of the Santa Ana Freeway, in the northern portion of Downtown Los Angeles. The ADP site is approximately 69 acres in size and consists of the 52-acre Union Station property and the 17-acre Terminal Annex property located immediately to the north. Macy Street bisects the two properties. Development would occur in three phases.

The first project phase would consist of approximately 2.91 million square feet of new development. Proposed uses would include commercial office space, government office space, retail uses and a museum as well as open space areas and plazas. Additionally, the existing Terminal Annex structure would be adaptively reused for government office space as a part of Phase I. The anticipated completion date for Phase I is by the years 2000 to 2005. Phases II and III involve eventual buildout of the entire project over an anticipated 20-to-30-year period. A total of approximately 7.50 million square feet of new uses would be developed during Phases II and III, resulting in a total buildout of the site of approximately 10.86 million square feet.

REGIONAL PLAN POLICIES

There are a number of policies expressed in the Growth Management Plan which are particularly relevant to this project. Among them are policies which would:

- Promote future patterns of urban development and land use which reduce costs of infrastructure construction and make better use of existing facilities, and to achieve a good match between future growth and the phasing of new facilities or expansion of existing ones.
- Encourage growth to occur in and around:
  - activity centers
  - transportation node corridors
  - underutilized infrastructure systems
  - areas needing recycling and redevelopment
- Encourage mixed-use developments and other planning techniques to make employment centers easy to walk to or reach by transit.

Mr. Daniel O'Donnell

March 30, 1994

Page 4

- Achieve better job/housing balance at the subregional level through:
  - encouragement and provision of incentives to attract housing growth in job-rich subregions
  - encouragement and provision of incentives to attract job growth in housing-rich subregions
- To the degree possible, achieve a balance, by subregion of the type of jobs with the price of housing.

### GROWTH MANAGEMENT

According to SCAG's designation of subregions, the Alameda District Plan is located in the Central Los Angeles Subregion which had a job/housing ratio of 1.85 in 1984. This ratio indicates that the subregion was significantly jobs-rich in that base year. The trend projected in the GMP indicates that the subregion is becoming more unbalanced as time passes. Strong measures are needed to counteract these trends and to accomplish the growth management objectives of the GMP. As a result, the GMP established a job/housing balance performance goal ratio of 1.65 for the growth that will occur in the subregion from 1984 until 2010. This would result in 19,800 more housing units and 42,700 fewer jobs than would be provided pursuant to the trend projection for the Central Los Angeles Subregion.

The 1991 Air Quality Management Plan provides a second option for addressing the impacts of increased vehicle trips and vehicle miles travelled caused by general development projects. Under this option, which evaluates Vehicle Miles Traveled (VMT), the number of VMT to be reduced by the project in order to be consistent with GMP policies is 13.63 miles per day for each new job that is created in the Central Los Angeles Subregion. Adjustments to the formula can be made for mixed-use projects.

Subjects which require discussion in the EIR for the project include:

- (1) An estimate of the number of workers that would be generated by buildout of the commercial and industrial land uses proposed by the District Plan.
- (2) Where the future work force would live.
- (3) The affordability of housing for workers in the Central Los Angeles Subregion.
- (4) Subregional job/housing relationships - existing and future - and possible Vehicle Miles Traveled (VMT) reduction alternatives.

(5) The feasibility of a plan alternative that places major emphasis on mixed-use development and Transportation Demand Management (TDM) measures as a means to minimize trips and VMT consistent with GMP and AQMP/SIP.

The District Plan should provide that when individual projects are reviewed by the City, a jobs/housing analysis is undertaken to determine the appropriate number of jobs or housing units that should be associated with each particular project. An example of this type of analysis is provided in Appendix E of the General Development Chapter of SCAG's Conformity Review Guidelines.

From a regional perspective, the basic question that should be addressed is what impact the approval of this project would have on local, subregional and regional plans to balance growth with the provision of transportation facilities and other necessary public infrastructure.

#### TRANSPORTATION DEMAND MANAGEMENT

To be adequate for the purposes intended by the SIP, the District Plan should include a TDM program with the following elements:

1. An adequately detailed description of TDM measures incorporated into the project as mitigation measures or project conditions.
2. Expected effect and VMT/Vehicle Trip reduction targets for each component of the TDM program.
3. Funding sources for each program component.
4. Identification of the agencies or persons responsible for monitoring and administering the TDM program.
5. An implementation schedule for each TDM program component.

#### SIP CONFORMITY

A project is found to be in conformance with the State Implementation Plan (SIP) when it has satisfied the following three criteria:

1. It improves the subregion's job/housing balance performance ratio or is contributing to attainment of the appropriate subregional VMT target.

Mr. Daniel O'Donnell  
March 30, 1994  
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2. It reduces vehicle trips and vehicle miles traveled to the maximum extent feasible by implementing transportation demand management strategies.
3. Its environmental document includes an air quality analysis which demonstrates that the project will not have a significant negative impact on air quality in the long term.

The Draft EIR should address each of the pertinent control measures identified for implementation by local government in the AQMP/SIP and indicate how these measures are being addressed by the City.



# Memorandum

Date: March 24, 1994

Mr. Tom Loftus  
State Clearinghouse  
1400 Tenth Street, Room 121  
Sacramento, CA 95814

File No.:  
IGR/CEQA/NOP  
City of Los Angeles  
ALAMEDA DISTRICT  
PLAN (UNION STATION/  
TERMINAL ANNEX)

Wilford Melton-District 7

DEPARTMENT OF TRANSPORTATION

Vic. LA-101-0.76

Subject: Project Review Comments

SCH No.94031006

Caltrans has reviewed the above-referenced document in regards to the proposed Environmental Impact Report for the Alameda District Plan (Union Station/Terminal Annex).

To assist us in our efforts to completely evaluate and assess the impacts of the program on the State Transportation System, a Transportation/Circulation study should be prepared to analyze the following information:

1. Trip generation/distribution including the method used to develop the percentages and assignment.
2. ADT, AM and PM peak-hour volumes for both the existing and future (Year 2015) conditions. This should include the State Routes 5, 10, 101 and 110 and affected ramps, streets, crossroads and controlling intersections, as well as an analysis of existing and future conditions on mainline freeway.
3. An analysis of future (Year 2015) conditions which include project traffic and the cumulative traffic generated for all approved developments in the area.
4. Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. These discussions should include, but not be limited to, the following:
  - \* financing
  - \* scheduling considerations
  - \* implementation responsibilities
  - \* monitoring plan
5. I.C.U. and level of service (LOS) analysis for affected freeway ramp intersections on the State Highway indicating existing + project LOS, and existing + project + other projects LOS (Existing and Future).

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March 24, 1994  
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6. Developer's percent share of the cost, as well as a plan of realistic mitigation measures under the control of the developer should be addressed. What this means is that any assessment fees for mitigation should be of such proportion as to not only cover local impacts but should be extended to cover mainline freeway deficiencies that occur as a result of the additional traffic generated by the project.

Any transportation related mitigation measures (freeway, on/off ramp widening, signalization, grading, drainage, etc...) which involve State right-of-way will require a Caltrans encroachment permit. Any measures that exceeds \$300,000.00 in cost will also require a Caltrans Project Study Report (PSR).

Any transport of heavy construction equipment which requires the use of oversize transport vehicles on State Freeways will require a Caltrans transportation permit. We recommend that truck trips be limited to off-peak commute periods.

We recommend that Amtrak be offered an opportunity to comment on this project.

A discussion of the "Gateway Center" project for Union Station should also be included in the DEIR.

Also, the DEIR should take into consideration the impacts to and/or from the following ongoing or planned projects to State Facilities within the study area:

- LA-101-at Vignes Street-post mile-0.4: realign northbound on and off ramps.
- LA-101-Vignes Street to Los Angeles Street-post mile 0.4-0.7: realign freeway and reconstruct southbound ramps.
- LA-10-south-Alameda/Macy-post mile 17.0-17.6: construct direct connectors from busway to bus plaza.
- LA-110-Downtown Transitway Extension (study possibility of connecting with the extension of El Monte Busway).

Current and proposed rail studies for Union Station should be integrated into the planning for this project.

There is no mention of funding sources. If Federal funds are involved the DEIR will need to respond to FRA, FHWA and possibly other Federal agency concerns.

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Page Three

We look forward to reviewing the DEIR. We expect to receive a copy from the State Clearinghouse. However, to expedite the review process, you may send two copies in advance to the undersigned at the following address.

Wilford Melton  
District 7 IGR\CEQA Coordinator  
Advance Planning Branch 4-11G  
120 So. Spring Street  
Los Angeles, CA 90012

Thank you for this opportunity to comment. If you have any questions regarding these comments, please call me at (213) 897-1338.

Original Signed By

*f' J. Brunwell*  
WILFORD MELTON  
Senior Transportation Planner  
IGR\CEQA Coordinator  
Advance Planning Branch

cc: Dan O'Donnell, Project Coordinator  
City of Los Angeles Planning Department  
Neighborhood Planning Division  
221 South Figueroa Street, Suite 310  
Los Angeles, CA 90012

Mr. Patrick Merrill, Chief  
CT Division of Rails, Stations Branch  
1820 Alhambra Blvd. East Building  
Sacramento, CA 95816



**APPENDIX B**  
**MITIGATION MONITORING PROGRAM**



## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
<b>A. LAND USE</b>			
<b>Phase I</b>			
A.1 No mitigation is recommended, as the Specific Plan is expected to result in a beneficial effect through implementation of programmed improvements. On an ongoing basis, the City will review building plans for consistency with the Specific Plan.	LS	None Required	N/A
A.2 Mitigation measures B.1 through M.4.5 as identified in the other sections of this EIR. No additional mitigation is recommended, as the ADP is expected to result in a beneficial effect through implementation of programmed improvements. On an ongoing basis, the City will review building plans for consistency with the ADP.	LS	Refer to Mitigation Measures B.1 through M.4.6.	Refer to Mitigation Measures B.1 through M.4.6.
<b>Buildout Phase</b>			
A.3 No mitigation is recommended, as the ADP is expected to result in a beneficial effect through implementation of programmed improvements. On an ongoing basis, the City will review building plans for consistency with the ADP.	LS	None Required	N/A
A.4 Mitigation measures B.1 through M.4.5, as identified in the other sections of this EIR. No additional mitigation is recommended, as the ADP is expected to result in a beneficial effect through implementation of programmed improvements. On an ongoing basis, the City will review building plans for consistency with the ADP.	LS	Refer to Mitigation Measures B.1 through M.4.6.	Refer to Mitigation Measures B.1 through M.4.6.

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
<b>B. AESTHETICS</b>			
<b>Phase I</b>			
B.1 Compliance with the Historic Resources, Parks and Open Space, and Urban Design Elements of the ADP will reduce, but not eliminate, significant viewshed and on-site character impacts. Additional mitigation measures are not feasible.	SU	Pre-Construction	City of Los Angeles Department of Planning
<b>Buildout Phase</b>			
B.2 Compliance with the Historic Resources, Parks and Open Space, and Urban Design Elements of the ADP will reduce, but not eliminate, significant viewshed and on-site character impacts. Additional mitigation measures are not feasible.	SU	Pre-Construction	City of Los Angeles Department of Planning

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
<p><b>C.1 ARCHEOLOGICAL RESOURCES</b>  <b>Phase I and Buildout Phase</b></p> <p>C.1.1. In order to mitigate identified potentially significant impacts to less than significant levels, the following mitigation measures will be required during all construction of new development under the ADP. The measures listed below will allow for the recovery of archeological remains, should any additional remains be encountered by excavation in the ADP area, along with associated geologic and geographic site data, these should then be preserved in a museum repository, where they would be available for future study by qualified investigators. As appropriate, these measures shall be conducted prior to and during excavation for subterranean structures below the artificial fill. With the exception of laboratory tasks and reporting requirement, no mitigation measures will be required after excavation has been completed.</p> <p>Mitigation recommendations are offered as options subject to implementation, depending upon whether or not significant cultural resources are actually encountered, once ground-breaking begins. The most appropriate forms of cultural resources mitigation, as a means of ameliorating the potential adverse impacts resulting from proposed construction on the ADP, involve both additional archival work and fieldwork.</p>	LS	Pre-construction	City of Los Angeles Department of Building and Safety.

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**MITIGATION MONITORING PROGRAM**

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
<p><b>C.1 ARCHEOLOGICAL RESOURCES</b>  <b>Pre-Construction</b>                      C.1.1.a Prior to the initiation of construction, a written historical reconstruction of each specific location shall be conducted, utilizing maps, photographs, census data, etc. Such additional research should be conducted on a building-site-by-building-site basis, as development is proposed over an extended period of time and some areas are not proposed for new construction. A record of historical reconstruction should include information obtained from sources including, but not limited to, the following data: maps, property ownership, street locations, street addresses, directories, and census information. Historical reconstruction for the entire area is currently underway by the Chinese Historical Society of Southern California and by staff members of El Pueblo de los Angeles Historic Park. To the extent feasible, this work can be comparatively evaluated with the ADP area to contribute to the historical re-evaluated construction for the project site. Once a written historical reconstruction has been completed for the specific construction location, the archival mitigation requirement should be considered as satisfied; and all following mitigation steps, as necessary, lie within the realm of fieldwork.</p>	LS	Pre-construction	City of Los Angeles Department of Building and Safety

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
<p><b>Construction</b></p> <p><b>C.1.1.b</b> Archaeological monitoring of all subsurface excavation shall be required within the potentially significant historic and prehistoric stratigraphic levels to ensure that no cultural resources are buried under existing development contained within the project property. Below these levels, once sterile soil is encountered and it can be determined that no stratigraphically lower levels masked by thin sterile deposits exist, archaeological monitoring should not be necessary. If such monitoring of the cultural levels (i.e., the fill brought in to cover the old pre-construction surface, the surface itself, and any historic and/or prehistoric cultural levels below it) indicates the absence of significant archaeological deposits, then mitigation of adverse impacts has been achieved in that location, and no additional archaeological work is necessary.</p>	LS	Construction	City of Los Angeles Department of Building and Safety

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
<p>C.1.1.c In the event that potentially significant cultural resources are encountered during the course of construction, all development must cease in the immediate area of the cultural resource until the cultural resources are properly assessed and subsequent recommendations are determined by a qualified archaeologist. This measure is designed to prevent any cultural resources from being damaged and/or destroyed during project development. In addition, the designated depository, as well as the applicant's archaeologist, must be notified immediately if subsurface cultural materials are discovered.</p> <p>If monitoring reveals problematic archaeological deposits, then additional mitigation steps may be required. Such steps include test excavations to reveal whether such deposits are significant or insignificant. If they are determined to be of little or no significance, then no additional archaeological work is necessary. However, if such deposits are determined to be significant, then salvage excavation of a representative sample might be required. Such decisions can only be made on a case-by-case basis depending upon the specific stratigraphic situation discovered for each proposed construction location.</p>	LS	Construction	City of Los Angeles Department of Building and Safety

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
<p>C.1.1.d Demolition of existing structures or pavements and controlled removal of at least 10, and possibly up to 15, vertical feet of overburden may be necessary prior to actual initiation of any intensive archaeological mitigation work. This is recommended over costly and redundant archaeological test excavations via deep exploratory trenching at the outset, which could miss deeply buried deposits of limited horizontal extent. At minimum, a physical inspection of any and all historic or prehistoric archaeological deposits must be made prior to a determination of significance. Badly disturbed deposits may require test excavation for determination of significance. Such inspection or testing can only be made if archaeological monitoring is conducted concomitantly with initial grading. Only if such deposits can be determined significant should they be mitigated through archaeological salvage excavations.</p>	LS	Construction	City of Los Angeles Department of Building and Safety
<p>C.1.1.e Artifacts determined to be prehistorically or historically significant should be preserved and provided to the designated depository for research purposes.</p>	LS	Construction	City of Los Angeles Department of Building and Safety.

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**MITIGATION MONITORING PROGRAM**

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
<p><b>C.2 PALEONTOLOGICAL RESOURCES</b>  <b>Phase I and Buildout Phase</b>                      C.2.1. The measures listed will allow for the recovery of fossil remains, should any additional remains be encountered by excavation in the ADP area, and associated geologic and geographic site data, and for their preservation in a museum repository, where they would be available for future study by qualified investigators. As appropriate, these measures shall be conducted prior to and during excavation for subterranean structures below the artificial fill.</p>	S	Pre-construction	City of Los Angeles Department of Planning/Department of Building and Safety.

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
<b>C.2 PALEONTOLOGICAL RESOURCES</b> <b>Pre-construction</b>			
C.2.1.a Prior to any earth-moving activity in the ADP area, the applicant shall retain the services of a qualified vertebrate paleontologist approved to manage a paleontologic resource impact mitigation program. The contracted person or firm shall have experience in conducting similar programs in areas underlain by rock units containing large and small land mammal remains.	LS	Pre-construction	City of Los Angeles Department of Planning/ Department of Building and Safety
C.2.1.b The program manager shall prepare a treatment plan with a discovery clause to allow for the salvage and treatment of an unusually large or productive fossil occurrence that cannot be recovered and/or processed without diverting personnel from monitoring. The treatment plan shall specify the procedures and costs involved with rock sample recovery, processing, and sorting; or large specimen recovery, preparation, and stabilization; and identification, cataloguing, curation, and storage of such an occurrence. The discovery clause shall specify when and how the treatment plan would be initiated.	LS	Pre-construction	City of Los Angeles Department of Planning/ Department of Building and Safety

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
<p><b>Construction</b></p> <p><b>C.2.1.c</b> A field supervisor, in consultation with a qualified paleontologist, shall monitor excavation on a part-time basis once excavation has encountered the alluvium below the artificial fill. If fossil remains are uncovered by excavation, monitoring shall be increased during excavation.</p>	LS	Construction	City of Los Angeles Department of Building and Safety
<p><b>C.2.1.d</b> Monitoring shall consist of examining excavations and spoils for larger fossil remains, and test screening spoils for smaller fossil remains. If larger fossil remains are encountered by earth moving, the field supervisor shall have the authority to temporarily divert earth moving around the fossil site until the remains have been examined, their importance determined, the remains removed, if warranted, and earth moving allowed to proceed through the site. To ensure earth moving is not delayed, the field supervisor, if warranted, shall have the earth-moving contractor assist in moving the remains to an adjacent location for later transport to a museum or laboratory facility.</p>	LS	Construction	City of Los Angeles Department of Building and Safety

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
C.2.1.e The field supervisor shall instruct construction personnel on their responsibilities and the procedures to be implemented if fossil remains are encountered when the monitor is not onsite.	LS	Construction	City of Los Angeles Department of Building and Safety
C.2.1.f If fossil remains are encountered, earth moving shall be diverted around the fossil site until the field supervisor or paleontologist has been called to the site and examined the remains, determined their importance, removed the remains, if warranted, and allowed earth moving to proceed through the site.	LS	Construction	City of Los Angeles Department of Building and Safety
C.2.1.g If smaller fossil remains are found by test screening, the monitor shall flag the fossiliferous spoils to ensure they are not disturbed by earth moving, evaluate the spoils by additional test screening, and, if determined sufficiently productive, recover a sample (not to exceed 6,000 pounds) of the spoils or undisturbed sediment at the fossil site for processing. To ensure earth moving is not delayed, the monitor, if warranted, shall have the earth-moving contractor assist in moving the sample to an adjacent location for later transport to a museum or laboratory facility.	LS	Construction	City of Los Angeles Department of Building and Safety

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
C.2.1.h Any fossil site discovered as the result of monitoring shall be plotted on a map of the ADP area.	LS	Construction	City of Los Angeles Department of Planning/Department of Building and Safety
C.2.1.i Following the completion of monitoring, any fossil remains or fossiliferous rock sample shall be provided to a museum or laboratory facility for processing, sorting, preparation, stabilization, identification, and curation, and preparation of findings describing the scientific importance of any recovered fossil remains. The specimens and associated geologic and geographic site data shall be placed in a museum collection for permanent storage.	LS	Construction	City of Los Angeles Department of Building and Safety

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
<p><b>C.3 HISTORICAL RESOURCES</b>  <b>Phase I and Buildout Phase</b>                      There is a potential significant adverse impact expected from rehabilitation work on existing historic structures which can be avoided if it conforms to the Standards. Furthermore, demolition of a portion of Union Station and proposed new development will constitute significant adverse effects, and therefore under Phase I of the ADP the following measures shall be implemented.</p>			
<p>C.3.1.a Rehabilitation work during Phase I of the proposed project shall conform to the "Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings."</p>	SU	Pre-construction, Construction	City of Los Angeles Planning Department
<p>C.3.1.b All historic buildings or portions of historic buildings to be removed shall be documented with black and white archival photographs showing all views plus significant exterior and interior architectural or construction details, keyed to a map of the site. This documentation shall include large format photography and measured drawings. The photographs and plans prepared as mitigation should be submitted to the Los Angeles Conservancy and the Planning Department for inclusion in their architectural and cultural resource surveys.</p>	SU	Pre-construction	City of Los Angeles Planning Department

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
C.3.1.c The Historic Preservation Element shall include design guidelines to ensure the compatibility of new construction with the historic character of Terminal Annex and Union Station and provide appropriate open space.	SU	Pre-construction	City of Los Angeles Planning Department
C.3.2 Mitigation Measures C.3.1.a, C.3.1.b and C.3.1.c shall also be implemented for the Buildout Phase of the proposed project.	SU	Pre-construction	City of Los Angeles Planning Department
C.3.3 Mitigation Measures C.3.1.a, C.3.1.b and C.3.1.c shall also be implemented for the Buildout Phase of the proposed project.	SU	Pre-Construction	City of Los Angeles Planning Department
<b>D.1 TRAFFIC Phase I</b>			
D.1.1.a Implement the planned conversion of College Street to one-way eastbound, and Alpine Street to one-way westbound, to form a one-way couplet between Hill Street and Alameda Street. The Chinatown Citizen's Advisory Committee currently views the couplet as a temporary installation during construction of the Pasadena Blue Line, whereas LADOT considers the couplet will be needed as a permanent installation because of reduced street capacity resulting from construction of the Blue Line.	SU	Construction	LADOT

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
D.1.1.b Increase the peak hour target mode-split for transit and rideshare an additional five percent over the mode-split assumptions for Phase I of the ADP, as shown in Table 36. This will decrease the number of vehicle trips generated, and reduce project impacts. This will be accomplished through the comprehensive Transportation Demand Management Program (which will aggressively promote transit and rideshare use, and through performance monitoring of mode-splits for the ADP development program.) Implementation of Mitigation Measure D.1.1.a together with D.1.1.b would reduce the project impact to a less than significant level in the a.m. peak hour, but not to a less than significant level in the p.m. peak hour.	SU	Post-Construction	LADOT
D.1.2 Mitigation Measure D.1.1.b shall be implemented to reduce impacts, but not to a less than significant level.	SU		
D.1.3 Mitigation Measure D.1.1.b shall be implemented to reduce impacts, but not a less than significant level.	SU		
D.1.4 Mitigation Measure D.1.1.b shall be implemented to reduce impacts, but not a less than significant level.	SU		
D.1.5 Mitigation Measure D.1.1.b shall be implemented to reduce impacts, but not a less than significant level.	SU		
D.1.6 Mitigation Measure D.1.1.a shall be implemented to reduce impacts, but not a less than significant level.	LS		

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
D.1.7 Mitigation Measure D.1.1.a shall be implemented to reduce impacts, but not a less than significant level.	LS		
D.1.8 Restripe the northbound approach to add an exclusive right-turn lane. This may require a small amount of right-of-way acquisition along the east side of Alameda Street.	LS	Construction	LADOT
D.1.9.a Widen the northbound approach to add an exclusive right-turn lane.	SU	Construction	LADOT
D.1.9.b Restripe the westbound approach (the exit driveway at Union Station) to provide one exclusive left-turn lane, one shared through left lane, and one shared through/right lane. Implementation of this measure along with Mitigation Measure D.1.9.a would reduce the impact to a less than significant level in the a.m. peak hour, but not to a less than significant level in the p.m. peak hour. The impact in the p.m. peak hour would be a significant unavoidable impact. This intersection would, however, operate at an acceptable level of service (LOS D) in the p.m. peak.	SU	Construction	LADOT

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
D.1.10 Widen the northbound approach to add an exclusive right-turn lane. This would reduce this impact to a less than significant level in the a.m. peak hour but not to a less than significant impact in the p.m. peak hour. The impact in the p.m. peak hour would be a significant unavoidable impact. This intersection would, however, operate at an acceptable level of service (LOS D) in the p.m. peak.	SU	Construction	LADOT
D.1.11 Restripe the northbound approach Alameda Street from two to three northbound through lanes between N. Main Street and Alpine Street, and for one left-turn lane, two through lanes and one thru/right turn lane on the northbound intersection approach.	LS	Construction	LADOT
D.1.12.a Implement dual left-turn lanes on Cesar E. Chavez Avenue in each direction, and widen east side of Vignes Street to add a northbound right-turn lane. This improvement is already planned as part of the Gateway Center but is not scheduled to be implemented until needed, or by the year 2010.	SU	Construction	LADOT
D.1.12.b Mitigation Measures D.1.1.b and D.1.12a shall be implemented to reduce the project impact to a less than significant level in the p.m. peak hour, but not to a less than significant level in the a.m. peak hour. In the a.m. peak hour this impact is considered a significant unavoidable impact, although the intersection would continue to operate at LOS D.	SU	Post-Construction	LADOT

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
D.1.13.a Widen and restripe the southbound approach to provide one exclusive right-turn lane, one shared through/right lane and one exclusive through lane and one exclusive left-turn lane. This will more evenly distribute the capacity of the available lanes. A small amount of right-of-way will be required to implement this mitigation.	SU	Construction	LADOT
D.1.13.b Mitigation Measure D.1.1.b shall be implemented to reduce project impact. Implementation of Mitigation Measures D.1.1.b and D.1.13.a would reduce this impact but not to a less than significant level. The project impact is considered a significant and unavoidable project impact, although the impact would be only slightly over the threshold of significance, and the intersection would continue to operate at LOS E.	SU	Post-Construction	LADOT
D.1.14 Mitigation Measure D.1.1.b shall be implemented to reduce impacts, but not to a less than significant level.	SU		
D.1.15 Mitigation Measure D.1.1b shall be implemented to reduce impacts, but not to a less than significant level.	SU		
D.1.16 Mitigation Measure D.1.1.b shall be implemented to reduce impacts, but not a less than significant level.	SU		
D.1.17 Mitigation Measure D.1.1.b shall be implemented to reduce impacts, but not a less than significant level.	SU		

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**MITIGATION MONITORING PROGRAM**

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
D.1.18 Mitigation Measure D.1.1.b shall be implemented to reduce impacts, but not a less than significant level.	SU		
D.1.19 Mitigation Measure D.1.1.b shall be implemented to reduce impacts, but not a less than significant level.	SU		
D.1.20 Mitigation Measure D.1.21 shall be implemented to reduce impacts to a less than significant level.	LS		

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
<p>D.1.23 Widen North Spring to add a central left-turn lane. This provides a refuge for turning traffic and enhances the capacity of the through lanes (by an estimated 10%) This mitigation measure would be implemented as right-of-way becomes available in the corridor. Implementation of this mitigation measure would reduce this impact but not to a less than significant level. It would remain an unavoidable significant impact, although North Spring Street would operate at LOS E in the a.m. peak and LOS D in the p.m. peak.</p>	SU	Construction	LADOT
<p>D.1.24 Mitigation Measure D.1.21 shall be implemented to reduce impacts to a less than significant level.</p>	LS	Construction	LADOT
<p>D.1.25 Improve Alameda Street from a four-lane to a six-lane street between Temple and First Streets. This would require widening of the roadway on either side. The widening on the east side may in the future be implemented in association with other development projects, such as the Mangrove Project and the First Street South Project. There are no current plans to widen on the west side of Alameda Street. This mitigation would provide for the project to contribute its fairshare portion to this improvement of Alameda Street at such time as the right-of-way became available for roadway widening.</p>	LS	Construction	LADOT
<p>D.1.26 Mitigation Measure D.1.41 shall be implemented to reduce impacts to a less than significant level.</p>	LS	Construction	LADOT

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
D.1.27 No feasible physical mitigation was identified for this impact. This impact would be a significant and unavoidable impact.	SU	Construction	N/A
D.1.28 Center Street is identified as a major arterial in the City's General Plan, although it is only built to collector street standards. However, widening of the street is not currently feasible due to adjacent land uses. The project will contribute its fair share portion to roadway widening to major highway standards at the appropriate time as right-of-way becomes available.	LS	Post-Construction	LADOT
D.1.29 Mitigation Measure D.1.39 shall be implemented to reduce impacts to a less than significant level.	LS	Construction	LADOT
D.1.30 Provide for a curbed two-lane roadway with sidewalks, and stripe the roadway for multiple lanes on the approaches to the intersections at either end of this segment.	LS	Construction	LADOT

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
D.1.31.a Restripe the northbound approach to add an exclusive northbound right-turn lane. This may be accomplished by restriping the roadway, but may require a small amount of right-of-way acquisition along the east side of Alameda Street.	LS	Construction	LADOT
D.1.31.b Widen the westbound approach to add a westbound right-turn lane. This may require a small amount of right-of-way acquisition along the north side of Commercial Street. Implementation of this measure along with Mitigation Measure 3.1.31.a would reduce this impact to a less than significant level.	LS	Construction	LADOT
D.1.32 Mitigation Measure D.1.41 shall be implemented to reduce impacts to a less than significant level.	LS	Construction	LADOT
D.1.33 Widen the northbound approach on Alameda Street on the east side to add an exclusive right-turn lane. Implementation of this measure along with Mitigation Measure D.1.41 would reduce the a.m. peak hour impact at this location but would not reduce it to a less than significant level. This would remain a significant unavoidable impact, although the intersection would continue to operate at LOS D. Implementation of both mitigation measures would reduce the p.m. hour to a less than significant level.	SU	Construction	LADOT

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
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<p>D.1.34 Mitigation Measure D.1.41 shall be implemented to reduce impacts, but not to a less than significant level. This impact would be a significant and unavoidable impact although the intersection would continue to operate at LOS D.</p>	SU	Construction	LADOT
<p>D.1.35 Widen the northbound approach of North Main Street on the east side to add an exclusive northbound left turn lane.</p>	LS	Construction	LADOT
<p>D.1.36 Restripe the northbound approach of Alameda Street from two to three northbound through lanes between North Main Street and Alpine Street, and the intersection approach for one left, two through and one through/right-lane. Implementation of this mitigation measure would not reduce this impact to a less than significant level in the a.m. peak hour, although the LOS would remain at C. Implementation of this mitigation measure would reduce the p.m. peak hour impact at this location to a less than significant level.</p>	SU	Construction	LADOT
<p>D.1.37 Mitigation Measure D.1.41 shall be implemented to reduce project impacts. Implementation of Mitigation Measure D.1.41 would not reduce this impact in the a.m. peak hour, but would reduce the p.m. peak hour impact to a less than significant level. The impact in the a.m. peak hour would be a significant unavoidable impact. This intersection would, however, operate at an acceptable LOS E.</p>	SU	Construction	LADOT

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
D.1.38 Significant roadway and intersection improvements are currently being implemented at this location as part of the Gateway Center Project, including the realignment of Vignes Street and the Vignes Street freeway ramps, as well as signalization and improvements to the intersection. No additional feasible physical mitigations have been identified for this intersection, as the intersection would operate at LOS D in the a.m. peak hour and LOS E in the p.m. peak hour. While Mitigated Measure D.1.41. may reduce this impact, it will not reduce it to a less than significant level.	SU	Construction	LADOT
D.1.39 Widen and restripe the southbound approach to provide one exclusive right-turn lane, one shared through/right-lane and one exclusive through lane and one exclusive left-turn lane. This will more evenly distribute the capacity of the available lanes. A small amount of right-of-way will be required to implement this mitigation. Implementation of this mitigation measure along with Mitigation Measure D.1.41 would reduce this impact to a less than significant level in the a.m. peak period, and would reduce the impact, but not to a less than significant level in the p.m. peak period. The p.m. peak hour impact is considered a significant and unavoidable project impact, although the intersection would continue to operate at LOS D during the p.m. peak hour.	SU	Construction	LADOT

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
<p>D.1.40 Mitigation Measure D.1.41 shall be implemented to reduce impact to a less than significant level.</p> <p>On roadways adjacent to the project site, the property owner will be required by the City of Los Angeles to make any necessary right-of-way dedications and curb relocations such that the streets meet city standards for dimensions of major and secondary highways. The following streets are affected. Alameda Street between the El Monte Busway and North Main Street; Cesar E. Chavez Avenue between Alameda Street and the railroad bridge; North Main Street between Alameda Street and Vignes Street; and Vignes Street between North Main and the railroad bridge. Alameda Street, Vignes Street and Cesar E. Chavez Avenue are all major highways, for which the requirement is an 80-foot curb-to-curb width in a 100-foot right-of-way. North Main Street is a secondary highway, for which the requirement is a secondary highway, for which the requirement is a 66-foot curb-to-curb flare section in 90-foot right-of-way on approaches to a major highway).</p> <p>Appropriate dedications and improvements should be made by the project sponsor to the half-width of each street as adjacent parcels are developed. Such actions should be coordinated with the mitigation measures previously identified.</p>	LS	Construction	LADOT

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
<p>D.1.41 No feasible mitigation measure has been identified for the north bound direction of this impact. Therefore, the impact on the north bound direction would be considered a significant, unavoidable impact.</p>	<p>SU (N/B)</p>	<p>Construction</p>	<p>LADOT</p>
<p>Improve Commercial Street east of Alameda Street and extend east of Center Street on a new bridge structure over the Los Angeles River to connect to Mission Road at the I-5/I-10 on-ramps. Commercial Street between Alameda Street and Vignes Street would continue to operate as a two-way street. East of Vignes Street, Commercial Street would be a one-way, eastbound roadway with two or three traffic lanes. This mitigation measure would also incorporate the relocation of the eastbound US-101 off-ramp from Hewitt Street to Vignes Street and the removal of the eastbound on-ramp at Hewitt Street. Both these ramp modifications are proposed as part of a realignment project for US-101 at this location by Caltrans. This proposed mitigation measure would also involve the removal of the eastbound on-ramp at Vignes Street, as this move would be provided for by the new Commercial Street Extension and use of the on-ramps from Mission Road which could be served by the Commercial Street Extension. This mitigation may also require the removal of an eastbound off-ramp to Mission Road.</p>	<p>LS (S/B)</p>		

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**MITIGATION MONITORING PROGRAM**

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
<p>This project, which is identified in the Downtown Los Angeles Strategic Plan, would significantly improve regional traffic in this freeway corridor, as well as mitigating project impacts. By removing a number of on and off-ramps in a short distance of freeway, merge/weave conflicts would be significantly reduced. By providing an extension of the Aliso Street frontage road from downtown all the way to the direct access ramps from Mission Road to the I-10 eastbound and US-101 southbound on-ramps, this improvement would allow traffic heading east and south to enter the freeway system outside of the I-10/US-101 interchange, significantly easing congestion on the US-101 in front of Union Station.</p> <p>This roadway would also provide relief to Cesar E. Chavez Avenue eastbound in the vicinity of Union Station and Terminal Annex in the p.m. peak, as it would provide an alternative route for traffic from downtown to the Mission Road/Cesar E. Chavez Avenue intersection.</p>			

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
<p>As this would be a major improvement project to the regional transportation infrastructure, with benefits accruing well beyond ADP project traffic, it is not expected that the ADP would construct this project. Rather, the ADP could provide a fair-share contribution to the cost.</p> <p>Also incorporated as a part of this mitigation measure would be the provision of a two-way two-lane tunnel beneath US-101 from Commercial Street northward to connect to the P-1 Garage Level at Union Station, with access to the public parking, as well as the taxi and shuttle bus concourse proposed in the ADP.</p> <p>This facility would provide a direct route to primarily serve eastbound access to Union Station (from the downtown and the west), and eastbound egress from Union Station (for example, to the eastbound I-10 and southbound US-101). This could avoid otherwise circuitous routes through the front and rear of Union Station.</p>			

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
<p>In addition to mitigating ADP impacts at a number of locations, this improvement would also reduce the volume of general traffic accessing the transit facilities through the front of Union Station, by providing a more direct access route, which would be particularly advantageous for taxis and shuttle buses.</p> <p>This improvement could be implemented in conjunction with the freeway realignment in front of Union Station currently proposed by Caltrans. Again, because this improvement would provide significant regional transportation benefit, beyond mitigation of ADP impacts, it is not expected that it would be implemented by the ADP, but rather the ADP would contribute to the cost of the project on a fair-share basis.</p> <p>Implementation of this mitigation measure would reduce the mainline freeway impact to a less than significant level in the south bound direction.</p>			
D.1.42 Mitigation Measures D.1.21 and D.1.23 shall be implemented to reduce impacts to a less than significant level.	LS	Construction	Caltrans
D.1.43 No feasible physical mitigation measures have been identified for this impact. This is considered a significant and unavoidable impact.	SU		

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
D.1.44 Mitigation Measure D.1.41 shall be implemented to reduce impacts to a less than significant level.	LS	Construction	Caltrans
D.1.45 No feasible physical mitigation have been identified for this impact. This impact is considered a significant and unavoidable impact. At these locations the only way to add capacity to the freeway would be to add lanes. No currently planned projects of this type, nor any feasible way of widening the freeway at these locations, have been identified. Moreover, mitigation measures to increase roadway capacity would be counterproductive to the greater use of transit for both the ADP and the downtown area in general. However, the City of Los Angeles intends to apply CMP credits from its citywide pool towards the ADP. The City has also anticipated that the ADP itself will generate substantial CMP credits through both the land use program and the transportation mitigation program.	SU	Post-Occupancy	LADOT
D.1.46 Refer to Mitigation Measure D.1.45.	SU	Post-Occupancy	LADOT
D.1.47 Refer to Mitigation Measure D.1.45.	SU	Post-Occupancy	LADOT
D.1.48 Refer to Mitigation Measure D.1.45.	SU	Post-Occupancy	LADOT
D.1.49 Refer to Mitigation Measure D.1.45.	SU	Post-Occupancy	LADOT

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
D.1.50 Refer to Mitigation Measure D.1.45.	SU	Post-Occupancy	LADOT
D.1.51 Refer to Mitigation Measure D.1.45.	SU	Post-Occupancy	LADOT
<b>D.2 PARKING</b> <b>Phase I/Buildout Phase</b> No significant parking impacts are projected for either Phase I or Buildout Phase, therefore, no mitigation measures are proposed. The plan's parking supply and on-site parking management program, in coordination with the plan's mode split and transit use policies, will serve to both provide the right amount of parking without discouraging or preventing transit use, and to provide for the efficient use of the on-site parking supply.	LS	None Required	N/A
<b>D.3 ACCESS</b> <b>Phase I</b> No Mitigation is Required.	LS	None Required	N/A
<b>Buildout Phase</b> No Mitigation is Required.	LS	None Required	N/A
<b>E.1 EMPLOYMENT</b> <b>Phase I</b> E.1.1 No mitigation is required or recommended.	LS	None Required	N/A

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
E.1.9 Refer to Mitigation Measure E.1.7.	LS	None Required	N/A
E.1.10 Refer to Mitigation Measure E.1.7.	LS	None Required	N/A
E.1.11 Refer to Mitigation Measure E.1.7.	LS	None Required	N/A
E.1.12 Refer to Mitigation Measure E.1.7.	LS	None Required	N/A
<b>E.2 HOUSING</b> <b>Phase I</b>			
E.2.1 There is no housing development included in the first Phase of the ADP and the potential indirect demand for housing associated with direct, net new Phase I employees would be equivalent to less than one percent of the projected housing stock growth in the County between 1990 and 2000. Therefore, Phase I would not cause a substantial alteration of the location, distribution, density or growth rate of housing planned for the area as specified in the applicable City and regional plans, nor would it conflict with any adopted City or regional housing growth policies. Therefore, Phase I of the ADP would not cause any significant housing impacts within the meaning of CEQA, and no mitigation is required or recommended.	LS	None Required	N/A

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
E.1.2 Refer to Mitigation Measure E.1.1.	LS	None Required	N/A
E.1.3 Refer to Mitigation Measure E.1.1.	LS	None Required	N/A
E.1.4 Refer to Mitigation Measure E.1.1.	LS	None Required	N/A
E.1.5 Refer to Mitigation Measure E.1.1.	LS	None Required	N/A
E.1.6 Refer to Mitigation Measure E.1.1.	LS	None Required	N/A
<b>Buildout Phase</b> E.1.7 The Buildout Phase of the ADP would not cause a substantial alteration of the location, distribution, density or growth rate of employment planned for the area as specified in the applicable City and regional plans, nor would it conflict with any adopted City or regional employment growth policies. For the aforementioned reasons, employment that could be accommodated by the Buildout Phase of the ADP would not cause any significant adverse impacts within the meaning of CEQA, and no mitigation is required or recommended.	LS	None Required	N/A
E.1.8 Refer to Mitigation Measure E.1.7.	LS	None Required	N/A

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**MITIGATION MONITORING PROGRAM**

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
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<p><b>Buildout Phase</b>                      E.2.2 Neither the 300 units to be included in the Buildout Phase of the ADP, nor the indirect demand for housing associated with net new employees, would cause a substantial alteration of the location, distribution, density or growth rate of housing planned for the area as specified in the applicable City and regional plans, nor would it conflict with any adopted City or regional housing growth policies. For the aforementioned reasons, the Buildout Phase of the ADP would not cause any significant impacts within the meaning of CEQA, and no mitigation is required or recommended.</p>	LS	None	N/A
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E.2.3 Refer to Mitigation Measure E.2.2	LS	None	N/A
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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
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**E.3 POPULATION**

**Phase I**

E.3.1 There is no housing development included in the first Phase of the ADP and the potential indirect demand for housing associated with direct, net new Phase I employees would be equivalent to less than 1 percent of the projected housing stock growth in the County between 1990 and 2000. Therefore, Phase I would not cause a substantial alteration of the location, distribution, density or growth rate of the population planned for the area as specified in the applicable City and regional plans, nor would it conflict with any adopted City or regional housing growth policies. Therefore, Phase I of the ADP would not cause any significant population impacts within the meaning of CEQA, and no mitigation is required or recommended.

LS

None Required

N/A

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
<p><b>Buildout Phase</b></p> <p>E.3.2 Neither the 300 units to be included in the Buildout Phase of the ADP, nor the indirect demand for housing associated with net new employees, would cause a substantial alteration of the location, distribution, density or growth rate of population planned for the area as specified in the applicable City and regional plans, nor would it conflict with any adopted City or regional housing growth policies. For the aforementioned reasons, the Buildout Phase of the ADP would not cause any significant impacts within the meaning of CEQA, and no mitigation is required or recommended.</p>	LS	None Required	N/A
E.3.3 Refer to Mitigation Measure E.3.2	LS	None Required	N/A

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**MITIGATION MONITORING PROGRAM**

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
<p><b>F.1 AIR QUALITY</b> <b>Phase I</b> F.1.1.a Prior to issuance of a grading permit, the project proponent shall demonstrate to the City of Los Angeles the actions that will be taken to comply with SCAQMD Rule 402, which requires that there be no dust impacts offsite sufficient to cause a nuisance, and SCAQMD Rule 403, which restricts visible emissions from construction. Specific measures will include moistening soil prior to grading, daily watering of exposed surfaces or treating with soil conditioner to stabilize the soil; washing truck tires and covering loads of dirt transported offsite; cessation of grading during periods of high winds over 25 miles per hour, and paving, coating or seeding graded areas at the earliest possible time after soil disturbance.</p>	SU	Pre-construction, Construction	South Coast Air Quality Management District (SCAQMD)/City of Los Angeles Department of Building and Safety
F.1.1.b All construction equipment will be maintained in peak operating condition so as to reduce operational emissions.	LS	Construction	South Coast Air Quality Management District (SCAQMD)/City of Los Angeles Department of Building and Safety

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
F.1.1.c Equipment will use low-sulfur diesel fuel.	SU	Construction	SCAQMD/City of Los Angeles Department of Building and Safety
F.1.1.d Electric equipment will be used to the maximum extent feasible.	SU	Construction	SCAQMD/City of Los Angeles Department of Building and Safety
F.1.1.e Trucks will limit idling.	SU	Construction	SCAQMD/City of Los Angeles Department of Building and Safety
F.1.1.f To the maximum extent feasible, construction activities that affect traffic flow will be restricted to off-peak hours, i.e. between 7:00 p.m. and 6:00 a.m. and between 10:00 a.m. and 3:00 p.m.	SU	Construction	SCAQMD/City of Los Angeles Department of Building and Safety
F.1.1.g Contractors will be required to provide assistance to long term construction workers in finding carpools or alternate transportation.	SU	Construction	SCAQMD/City of Los Angeles Department of Building and Safety
F.1.1.h Haul truck routes and staging areas shall avoid residential streets, and to the extent feasible, streets adjacent to schools.	SU	Construction	State of California Occupational Safety and Health Administration (Cal OSHA)
F.1.1.i Construction workers will be advised of protective apparatus to wear when there is a potential for exposure to odors or from asbestos or other toxics during demolition.	SU	Pre-construction	South Coast Air Quality Management District (SCAQMD)

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
F.1.1.j Soil remediation programs shall be designed to minimize the release of contaminants.	SU	Pre-Construction	SCAQMD
F.1.1.k Project design will include pre-coated or uncoated materials for exterior surfaces to the extent feasible.	SU	Pre-Construction	SCAQMD
F.1.1.l Project design will include low-emitting interior coatings to the maximum extent feasible.			
F.1.2.a Project design will incorporate energy-saving features throughout the project, including low-emission water heaters, central water heating systems, and built-in energy efficient appliances.	SU	Pre-construction, Construction, Post-occupancy	City of Los Angeles Department of Building and Safety
F.1.2.b Parking and pedestrian areas will be planted with trees to insure shading and prevent heat buildup.	SU	Prior to Occupancy	City of Los Angeles Department of Building and Safety
F.1.2.c Building managers to the greatest extent possible will assist local tenants comply with SCAQMD Regulation XV, as applicable.	SU	Post-occupancy	SCAQMD
<b>Buildout Phase</b>			
F.1.3 Implementation of Mitigation Measures F.1.1.a through F.1.1.1 for the Buildout Phase will reduce construction emissions, but emissions, while unknown at this time, could be significant, after mitigation.	SU		

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
F.1.4.a Project design will incorporate energy-saving features throughout the project, including low-emission water heaters, central water heating systems, and built-in energy efficient appliances.	SU	Pre-construction, Construction, Post-occupancy	City of Los Angeles Department of Building and Safety
F.1.4.b Parking and pedestrian areas will be planted with trees to insure shading and prevent heat buildup.	SU	Prior to Occupancy	City of Los Angeles Department of Building and Safety
F.1.4.c Building managers to the greatest extent feasible will assist local tenants to comply with SCAQMD Regulation XV, as applicable.	SU	Post-occupancy	SCAQMD
<b>F.2 METEOROLOGY (WIND)</b>			
<b>Phase I</b>			
F.2.1 Should Phase I result in significant impacts to outdoor dining, seating, or similar stationary uses, the project shall incorporate wind screening measures such as shrubs, screens, and lattices. Wind screening should be designed to be most effective in reducing local wind speeds generated from southwest winds, the prevailing winds.	LS	Post-occupancy	City of Los Angeles Department of Building and Safety
<b>Buildout Phase</b>			
F.2.2 Should Buildout Phase of the project result in significant impacts to outdoor dining, seating, or similar use, mitigation measure F.2.1 shall also be implemented as necessary for Buildout Phase of the proposed project.	LS	Post-occupancy	City of Los Angeles Department of Building and Safety

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
F.2.3.a Where feasible, closely spaced (100 feet or less), similar sized high-rise development shall be configured in order to mitigate any significant impacts from wind speeds exceeding 11 mph.	LS	Pre-construction	City of Los Angeles Department of Building and Safety
F.2.3.b If mitigation measure F.2.3.a cannot be incorporated into the future project design and a closely spaced northeast/southwest orientation of similar sized buildings is incorporated into project Buildout Phase, then wind speeds exceeding 11 mph should be reduced through screening, including, but not limited to, the closely packed grouping of uniformly sized trees with dense foliage.	LS	Post-construction	City of Los Angeles Department of Planning/Department of Building and Safety
<b>G. NOISE</b> <b>Phase I</b> All construction activities shall be conducted in a manner to minimize noise. Although Phase I construction impacts are not expected to be significant, the following measures shall be implemented, where feasible:			
G.1.a Haul truck routes and staging areas shall avoid residential streets, and to the extent feasible, streets adjacent to local schools.	LS	Pre-construction, Construction	City of Los Angeles Department of Building and Safety

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
G.1.b Compliance with all provisions of the City of Los Angeles Noise Ordinance (Ordinance No. 144,331, adopted January 1973 as amended), Chapter XI of the Los Angeles Municipal Code, Noise Regulation, Articles 1-4 shall be required.	LS	Construction	City of Los Angeles Department of Building and Safety
G.1.c Construction contracts shall require project contractors to use power construction equipment with noise shielding and muffling devices to the maximum extent feasible.	LS	Construction	City of Los Angeles Department of Building and Safety
G.1.d Noise barriers such as temporary wooden barrier walls, mufflers surrounding the construction site, and noise entrenching devices shall be employed to the fullest extent possible to reduce the intrusive construction noise.	LS	Construction	City of Los Angeles Department of Building and Safety
<b>Buildout Phase</b>			
G.2 Mitigation Measures G.1.a through G.1.d shall be implemented during the Buildout Phase to reduce construction noise.	LS	Pre-construction, Construction	City of Los Angeles Department of Building and Safety
G.3 Recreational space with residential uses shall be designed to meet City exterior standards. Adequate structural attenuation shall be incorporated into residences to meet Title 24 noise insulation standards.	LS	Pre-construction, Construction	City of Los Angeles Department of Building and Safety

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
<b>H.1 GEOLOGIC HAZARDS</b> <b>Phase I</b> H.1.1.a For each project or structure within Phase I development, the applicant shall conform to all applicable provisions of the Los Angeles Municipal Code, including the revised (1992 as amended) Division 23, Section 2312 of the Building Code which sets forth regulations concerning proper earthquake design and engineering and requires dynamic analysis for structures that are over 160 feet in height. The information regarding ground motion and spectra response determined from the dynamics analysis shall be implemented in the seismic design of the buildings.	LS	Pre-construction, Construction	City of Los Angeles Department of Building and Safety
H.1.1.b Each project or structure within Phase I development shall conform to the criteria set forth in the 1990 Recommended Lateral Force Requirements and Commentary by the Structural Engineers Association of California.	LS	Pre-construction, Construction	City of Los Angeles Department of Building and Safety

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**MITIGATION MONITORING PROGRAM**

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
<p>H.1.1.c Each project or structure within Phase I development shall conform with the intent and recommendations of the City of Los Angeles Seismic Safety Plan. As adopted by the city in the General Plan, the Plan sets forth general planning policies for the City of Los Angeles concerning existing development, new development (e.g., prohibiting construction of buildings for human occupancy across surface fault traces, preparation of required geologic reports for projects located in designated study areas), critical facilities, emergency preparedness, and post-disaster recovery.</p>	LS	Pre-construction, Construction	City of Los Angeles Department of Building and Safety
<p>H.1.2 A project-specific geotechnical investigation shall be performed for each building site to evaluate the liquefaction, seismic settlement, and differential settlement of the artificial fill and natural soils underlying the specific building location. The study shall be prepared to the satisfaction of the Department of Building and Safety for the particular building site prior to issuance of a building permit.</p>	LS	Pre-construction	City of Los Angeles Department of Building and Safety
<b>Buildout Phase</b>			
<p>H.1.3 Mitigation Measures H.1.1.a through H.1.1.c shall be implemented for the Buildout Phase of the proposed project.</p>	LS	Pre-construction, Construction	City of Los Angeles Department of Building and Safety
<p>H.1.4 Mitigation Measure H.1.2 shall be implemented for the Buildout Phase of the proposed project.</p>	LS	Pre-construction	City of Los Angeles Department of Building and Safety

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**MITIGATION MONITORING PROGRAM**

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
<p><b>H.2 GRADING</b>  <b>Phase I</b>                      H.2.1.a Where there is sufficient space for sloped excavations, temporary cut slopes less than 30 feet in height shall be made at a 1.5:1 or 2:1 (horizontal to vertical) gradient for each project or structure within Phase I of the proposed project. However, the stability of the graded slopes shall be addressed when grading plans are completed for each project or structure. Vertical cuts deeper than four feet in height shall be avoided.</p>	LS	Pre-construction, Construction	City of Los Angeles Department of Building and Safety
<p>H.2.1.b Where sufficient space for sloped excavations is not available, shoring shall be used for each project or structure within Phase I of the proposed project. The shoring system may consist of soldier piles and lagging. Recommendations for the proper design of the shoring system shall be provided by a licensed geotechnical engineer.</p>	LS	Pre-construction, Construction	City of Los Angeles Department of Building and Safety
<p>H.2.1.c A soils and foundation study shall be performed for each building location to evaluate the stability of temporary or permanent grading excavations. The study shall be prepared to the satisfaction of the Dept. of Building and Safety as part of the project approval process and prior to issuance of a building permit for the particular location.</p>	LS	Pre-construction	City of Los Angeles Department of Building and Safety

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**MITIGATION MONITORING PROGRAM**

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
<p>H.2.1.d During construction, all grading shall be carefully observed, mapped, and tested by the project geotechnical engineer. All grading shall be performed under the supervision of a licensed geotechnical engineer and/or soils engineer, in accordance with applicable provisions of the Municipal Code, to the reasonable satisfaction of the City Engineer and the Department of Building of Safety.</p>	<p align="center">LS</p>	<p align="center">Construction</p>	<p>City of Los Angeles Department of Building and Safety/Bureau of Engineering</p>
<p>H.2.1.e The project shall be constructed in compliance with all applicable requirements of the California Construction and General Industry Safety Orders, the Occupational Safety and Health Act of 1970, and the Construction Safety Act.</p>	<p align="center">LS</p>	<p align="center">Pre-construction, Construction</p>	<p>State of California Occupational Health and Safety Administration (Cal OSHA)/City of Los Angeles Department of Building and Safety</p>

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
H.2.2.a The soils and foundation study for each building location shall delineate areas containing deep fill soils. Construction of structures in these areas shall include appropriate design and construction mitigation measures, in accordance with the requirements of the Department of Building and Safety.	LS	Pre-construction, Construction	City of Los Angeles Department of Building and Safety
H.2.2.b If the depth of fill material within the building area is too excessive to make its removal and recompaction feasible, the proposed structures may be supported on pile foundations. The piles shall penetrate the existing fill soils to develop adequate load capacity.	LS	Pre-construction, Construction	City of Los Angeles Department of Building and Safety
H.2.2.c Where the planned depth of excavation does not extend below the existing fill soils, the existing fill soils shall be removed and recompacted in accordance with the requirements of the Department of Building and Safety.	LS	Pre-construction, Construction	City of Los Angeles Department of Building and Safety/Bureau of Engineering

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
H.2.3.a Excavations extending below the water table may require temporary dewatering during construction, as well as a permanent dewatering system. The permanent dewatering system, if required, may consist of the waterproofing of basement walls and a subdrain system beneath the subterranean floor slab.	LS	Pre-construction, Construction, Post-construction	City of Los Angeles Department of Building and Safety/Bureau of Engineering
H.2.3.b In lieu of installing a permanent subdrain system, the portion of building walls and floor slabs extending below the groundwater table shall be waterproofed and designed to resist the hydrostatic pressures in addition to resisting the pressures imposed by the retained earth.	LS	Pre-construction, Construction	City of Los Angeles Department of Building and Safety/Bureau of Engineering
H.2.3.c The hydrostatic design or subdrain system shall be subject to the review and approval by the Department of Building and Safety.	LS	Pre-construction	City of Los Angeles Department of Building and Safety
H.2.4 Large structures located directly above the Metro tunnel shall be supported on drilled piles extending below the tunnel. The building floor slabs shall also be structurally supported in compliance with City code requirements and in cooperation with LACMTA.	LS	Pre-construction, Construction	City of Los Angeles Department of Building and Safety/Bureau of Engineering/ LACMTA

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
H.2.5.a During excavation and construction, contaminated soil and groundwater may require on-site remediation and/or removal and disposal. Any necessary treatment or disposal of contaminated soil and groundwater will be conducted in accordance with applicable regulatory requirements. Appropriate permits will be obtained to conduct necessary treatment and disposal, including a National Pollutant Discharge Elimination System (NPDES) permit from the Los Angeles Regional Water Quality Control Board for the disposal of remediated groundwater in the local storm drain system. Disposal of contaminated soil will take place at facilities specifically authorized to accept such materials.	LS	Construction	City of Los Angeles Department of Building and Safety
H.2.5.b Mitigation Measures J.1.a - J.1.j in Section IV.J (Risk of Upset) shall be implemented for Phase I.	LS	Pre-construction	City of Los Angeles Department of Building and Safety
<b>Buildout Phase</b> H.2.6 Mitigation Measures H.2.1.a through H.2.1.e shall also be implemented for the Buildout Phase of the proposed project.	LS	See H.2.1.a through H.2.1e	City of Los Angeles Department of Building and Safety
H.2.7 Mitigation Measures H.2.2.a through H.2.2.c shall also be implemented for the Buildout Phase of the proposed project.	LS	See H.2.3.a through H.2.3.c	City of Los Angeles Department of Building and Safety/Bureau of Engineering
H.2.8 Mitigation Measures H.2.3.a through H.2.3.c shall also be implemented for the Buildout Phase of the proposed project.	LS	See H.2.3.a through H.2.3.c	City of Los Angeles Department of Building and Safety/Bureau of Engineering

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
H.2.9 Mitigation Measure H.2.4 shall also be implemented for the Buildout Phase of the proposed project.	LS	See H.2.4	City of Los Angeles Department of Building and Safety/Bureau of Engineering
H.2.10 Mitigation Measures H.2.5.a and H.2.5.b shall also be implemented for the Buildout Phase of the proposed project.	LS	See H.2.5.a and H.2.5.b	City of Los Angeles Department of Building and Safety
<b>I. SURFACE WATER RUNOFF/HYDROLOGY</b> <b>Phase I</b>			
I.1.a To reduce erosion, protective measures (e.g., placement of sandbags around basins, construction of a berm to keep runoff from flowing into the construction site, or keeping motor vehicles at a safe distance from the edge of excavation) shall be implemented during construction.	LS	Construction	City of Los Angeles Department of Building and Safety
I.1.b Stormwater discharges from the site shall meet, at a minimum, all applicable requirements of the State Regional Water Quality Control Board and NPDES permit requirements, and shall comply with implementation of these requirements through responsible City and County of Los Angeles agencies.	LS	Construction, Post-occupancy	City of Los Angeles Department of Building and Safety/Bureau of Engineering
I.1.c An SWPPP shall be prepared and submitted for review and approval by the Bureau of Engineering, Stormwater Management Division, prior to issuance of a building permit. The SWPPP shall identify pollutants and applicable BMPs to manage runoff quality.	LS	Pre-construction	City of Los Angeles Bureau of Engineering/Department of Building and Safety

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
I.2.a A drainage plan shall be developed, subject to the approval of the City Engineer, as part of the Plan Check process and prior to development of any drainage improvements.	LS	Pre-construction	City of Los Angeles Bureau of Engineering/Department of Building and Safety
I.2.b No mitigation is required. However, the proposed project shall demonstrate compliance with requirements set forth by the Department of Building and Safety and the City Engineer concerning storm water drainage and flood proofing prior to development of any drainage improvements.	LS	Pre-construction	City of Los Angeles Bureau of Engineering/Department of Building and Safety
<b>Buildout Phase</b> I.3 Mitigation measures I.1.a and I.1.b shall also be implemented for the buildout phase of the proposed project.	LS	See I.1.a and I.1.b	See I.1.a and I.1.b
I.4 Mitigation measures I.2.a and I.2.b shall also be implemented for the buildout Phase of the proposed project.	LS	See I.2.a and I.2.b	See I.2.a and I.2.b
<b>J. RISK OF UPSET</b> <b>Phase I and Buildout Phase</b> J.1.a If contaminated groundwater is encountered during construction, such contaminated groundwater shall be handled in a manner satisfactory to all public agencies with jurisdiction over such matters.	LS	Pre-construction, Construction	State of California Occupational Safety and Health Administration/Cal OSHA

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
J.1.b The project site shall be properly secured to prevent access by the general public, thereby minimizing the possibility of exposure to contaminated groundwater.	LS	Pre-construction	City of Los Angeles Department of Building and Safety/Cal OSHA
J.1.c A Remediation Action Plan (RAP) will be developed and implemented for the remediation of the contaminated soil and groundwater at the Terminal Annex.	LS	Pre-construction	City of Los Angeles Department of Building and Safety/Cal OSHA
J.2.a If contaminated soil is encountered during project construction, such contaminated soil shall be handled in a manner satisfactory to all public agencies with jurisdiction over such matters.	LS	See J.1.a through J.1.j	Cal OSHA
J.2.b The project site shall be properly secured to prevent access by the general public, thereby minimizing the exposure to contaminated soils.	LS	See J.1.a through J.1.j	Cal OSHA
J.2.c Refer to Mitigation Measure J.1.c.	LS	See J.1.a through J.1.j	Cal OSHA

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
<b>K.1 ARTIFICIAL LIGHT</b> <b>Phase I</b>			
K.1.1.a Exterior lighting, including pedestrian lighting, shall be shielded to reduce the amount of direct lighting escaping the site.	LS	Pre-construction, Construction, Post-occupancy	City of Los Angeles Department of Building and Safety.
K.1.1.b Parking structures shall be designed so as to shield exterior areas from vehicle headlights and interior parking structure lighting, to the extent feasible.	LS	Pre-construction, Construction, Post-occupancy	City of Los Angeles Department of Building and Safety.
K.1.1.c Pole-mounted lighting fixtures on pedestrian paths will utilize cut-off technology to reduce glare.	LS	Pre-construction, Construction, Post-occupancy	City of Los Angeles Department of Building and Safety.
K.1.1.d Necessary building floodlighting will be shielded and designed to eliminate spillover glare.	LS	Pre-construction, Construction, Post-occupancy	City of Los Angeles Department of Building and Safety.
K.1.2 Exterior building surfaces, particularly those facing heavily traveled roadways, shall utilize low-reflectivity materials.	LS	Pre-construction, Construction, Post-occupancy	City of Los Angeles Department of Building and Safety/Department of Planning.
<b>Buildout Phase</b> K.1.3 Mitigation measures K.1.1.a through K.1.1.d, and K.1.2, shall also be implemented for the Buildout Phase of the proposed project.	LS	Pre-construction, Construction, Post-occupancy	City of Los Angeles Department of Building and Safety.

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
<b>K.2 NATURAL LIGHT (SHADE/SHADOW) Phase I and Buildout Phase</b> K.2.1 Shadow impacts are directly attributable to the building height, massing, and location. Although no significant off-site impacts are associated with Phase I development, a significant unavoidable on-site impacts to south-facing Union Station Passenger Terminal design elements is anticipated, as well as to on-site open spaces and plaza areas.	SU	Pre-construction	City of Los Angeles Department of Building and Safety.
<b>Buildout Phase</b> K.2.2 Refer to Mitigation Measure K.2.1.	SU	See K.2.1	
K.2.3 Buildout Phase impacts will be conclusively determined during the design phase of Buildout Phase, when design and placement of buildings will be finalized. At that time, additional review of specific on-site development shall be conducted to determine any design features or modifications which may reduce impacts to surrounding buildings, on-site residential and hotel developments, as well as open spaces and plaza areas.	SU	See K.2.1	
K.2.4 Refer to Mitigation Measure K.2.3.	SU	See K.2.1	
K.2.5 Refer to Mitigation Measure K.2.3.	SU	See K.2.1	
K.2.6 Refer to Mitigation Measure K.2.3.	SU	See K.2.1	
K.2.7 Refer to Mitigation Measure K.2.3.	SU	See K.2.1	

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
<b>L.1 FIRE PROTECTION</b>			
<b>Phase I</b>			
L.1.1.a All portions of every commercial or industrial building must be within 300 feet of an approved fire hydrant. The maximum distance between fire hydrants on roads and fire lanes is 300 feet.	LS	Pre-construction, Construction	City of Los Angeles Fire Department/City of Los Angeles Department of Planning
L.1.1.b An approved fire lane shall be provided by the applicant if any portion of a first-story exterior wall of any building or structure is more than 150 feet from the edge of the roadway of an improved street.	LS	Pre-construction, Construction	City of Los Angeles Fire Department/City of Los Angeles Department of Planning
L.1.1.c Fire lane width shall not be less than 20 feet; and, where a fire lane must accommodate the operation of a Fire Department aerial ladder apparatus, or where fire hydrants are installed, those portions shall not be less than 28 feet in width.	LS	Pre-construction, Construction	City of Los Angeles Fire Department/City of Los Angeles Department of Planning
L.1.1.d At least two different ingress/egress roads shall be required in each major development area to accommodate major fire apparatus and provide for an evacuation during emergency situations.	LS	Pre-construction, Construction	City of Los Angeles Fire Department/City of Los Angeles Department of Planning
L.1.1.e Fire Department access will remain clear and unobstructed during periods of demolition.	LS	Pre-construction, Construction	City of Los Angeles Fire Department/City of Los Angeles Department of Planning

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
L.1.1.f The proposed project shall conform to the standard street dimensions shown on Department of Public Works Standard Plan D-22549.	LS	Pre-construction,Construction	City of Los Angeles Fire Department/City of Los Angeles Department of Planning
L.1.1.g Fire lanes, where required, and dead end streets shall terminate in a cul-de-sac or other approved turning area.	LS	Pre-construction,Construction	City of Los Angeles Fire Department/City of Los Angeles Department of Planning
L.1.1.h When required access is provided by an improved street, fire lane, or combination of both which results in a dead-end excess of 700 feet in length from the nearest cross street, at least one additional ingress-egress roadway shall be provided in such a manner that an alternative means of ingress-egress is accomplished.	LS	Pre-construction,Construction	City of Los Angeles Fire Department/City of Los Angeles Department of Planning
L.1.1.i All access roads, including fire lanes, shall be maintained in an unobstructed manner, removal of obstructions shall be at the owner's expense. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than three square feet in area in accordance with Section 57.09.05 of the Los Angeles Municipal Code.	LS	Pre-construction,Construction, Post-occupancy	City of Los Angeles Fire Department/City of Los Angeles Department of Planning

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
L.1.1.j Where fire apparatus will be driven onto the road level surface of the subterranean parking structure, that structure shall be engineered to withstand a bearing pressure of 8,600 pounds per square foot.	LS	Pre-construction, Construction	City of Los Angeles Fire Department/City of Los Angeles Department of Planning
L.1.1.k The design, location, operation, and maintenance of any security gates shall be to the satisfaction of the Fire Department.	LS	Pre-construction, Construction	City of Los Angeles Fire Department/City of Los Angeles Department of Planning
<b>Buildout Phase</b> L.1.2.a Phase I Mitigation Measures L.1.1.a through L.1.1.k shall also be implemented for the Buildout Phase of the proposed project.	SU	See L.1.1.a through L.1.1.k	See L.1.1.a through L.1.1.k

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**MITIGATION MONITORING PROGRAM**

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
<p>L.1.2.b During Buildout Phase of the development, the Terminal Annex property owner shall provide a replacement Task Force Station to be built to service the project area. The location of the replacement station shall be near the intersection of two major streets. A minimum lot of 200 feet by 200 feet is required to build a Task Force Fire Station. The site selection shall be agreed upon by the applicant and the Fire Department. The dedication and transfer of ownership to the Los Angeles Fire Department of the final site selection shall be in accordance with all agreements reached with the applicant and approved by the Chief Engineer and General Manager of the Los Angeles Fire Department. In addition, the time frames for design, planning, and construction of the replacement Task Force Fire Station shall also be subject to the approval of the Chief Engineer and General Manager.</p>	<p align="center">LS</p>	<p>Pre-construction, Construction</p>	<p>City of Los Angeles Fire Department/Planning Department</p>

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
<p><b>L.2 POLICE PROTECTION</b></p> <p><b>Phase I</b></p> <p>L.2.1 Whenever possible, the project design will include these specific plan design features:</p> <p>L.2.1.a All public parking facilities will be well-illuminated when open and a closed-circuit television system or private security patrol or other surveillance techniques will be used to monitor the areas.</p> <p>L.2.1.b All pedestrian walkways and courtyards will be well-illuminated and landscaping will be controlled to ensure clear visibility of movement and activity.</p> <p>L.2.1.c All building entrances, elevators, and lobby areas, as well as entrances to transit points, will be well-illuminated and designed with minimum dead space to eliminate areas of potential concealment.</p>	LS	Pre-construction, Construction, Post-occupancy	City of Los Angeles Department of Planning/Los Angeles Police Department

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
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| <p>L.2.1.d Public restrooms should be located such that security or lobby personnel can have visual access to the doorways. Public restrooms should not be located in isolated areas.</p> <p>L.2.1.e Office-level restrooms should be installed with limited access doorways which require a key or electronic code for access by authorized employees.</p> <p>L.2.1.f To the extent feasible, building design should consider pre-wiring opportunities for advanced state-of-the-art security measures. Such considerations might include future installation of "help" or "911" buttons in strategic locations around the project (i.e., near bank teller machines, in entry areas where individuals may be momentarily stalled waiting for elevators or punching in entry codes).</p> |  |  |  |
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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
L.2.1.g Parking structures should be designed with people and auto security in mind. To the extent feasible, parking areas should be built as a "closed" system with fencing or screening covering window areas, and doors leading to parking areas limited to access via a keycard or electronic code system as a means to prevent unauthorized individuals from gaining access to autos.	LS	Pre-construction, Construction	City of Los Angeles Department of Planning/Los Angeles Police Department
L.2.1.h Upon completion of the project, the applicant shall provide the Central Area Commanding Officer with a diagram of the project. The diagram shall include access routes, unit and building numbers, and any information that might facilitate timely police response.	LS	Post-occupancy	City of Los Angeles Department of Planning/Los Angeles Police Department
L.2.1.i Prior to plan finalization, the applicant shall coordinate with and provide to the Police Department's Crime Prevention Unit, project plans for review regarding crime prevention features that may be appropriate to the design of the project.	LS	Pre-construction	Los Angeles Police Department
L.2.1.j Where other agencies located on the site provide additional security officers, security officers from the following agencies shall be located on the ADP sites: MTA Police Department; U.S. Postal Police; Sheriffs Department; and AMTRAK security. The presence of these officers, in combination with the police sub-station and equipment, shall offset the need for additional police officers to be provided by the project.	LS	Post-occupancy	City of Los Angeles Department of Planning/Los Angeles Police Department

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**MITIGATION MONITORING PROGRAM**

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
<b>Buildout Phase</b>			
L.2.2.a All doors leading into residential units and hotel rooms shall be made of solid-core construction and contain dead bolt locks and "peepviewers."	SU	Pre-construction, Construction, Post-occupancy	City of Los Angeles Department of Planning/Los Angeles Police Department
L.2.2.b No breakable glass shall be present within 40 inches of any hotel room or residential entry door.	SU	Pre-construction, Construction, Post-occupancy	City of Los Angeles Department of Planning/Los Angeles Police Department
L.2.2.c Primary security measures shall include appropriate access control, surveillance, and lighting.	SU	Pre-construction, Construction, Post-occupancy	City of Los Angeles Department of Planning/Los Angeles Police Department
L.2.2.d Entryways shall be designed with minimal dead space to eliminate areas of concealment.	SU	Pre-construction, Construction, Post-occupancy	City of Los Angeles Department of Planning/Los Angeles Police Department
L.2.2.e Ornamental shrubbery shall be designed to allow surveillance of, and not afford cover for, individuals tampering with doors and windows.	SU	Pre-construction, Construction, Post-occupancy	City of Los Angeles Department of Planning/Los Angeles Police Department
L.2.2.f Phase I Mitigation Measures L.2.1.a through L.2.1.e shall also be implemented for the Buildout Phase of the proposed project.	SU	Pre-construction, Construction, Post-occupancy	City of Los Angeles Department of Planning/Los Angeles Police Department

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
<p><b>L.3 SCHOOLS</b> <b>Phase I</b></p> <p>L.3.1 The applicant shall pay school fees for commercial uses, as may be required by State law, at the time of issuance of a building permit. The current school fee is \$0.28 per square foot for non-residential space. If built today and applied to the net gross floor area, development of Phase I would be required to pay a fee of \$862,568 to the LAUSD.</p>	LS	Pre-construction	City of Los Angeles Department of Building and Safety/Los Angeles Unified School District
<p><b>Buildout Phase</b></p> <p>L.3.2.a The applicant shall pay school fees for residential uses, as may be required by State law, at the time of issuance of a building permit. The current school fee is \$1.72 per square foot for residential space. If built today, the residential development component of the Buildout Phase would be required to pay a fee of \$516,000 to the LAUSD.</p>	LS	Pre-construction	City of Los Angeles Department of Building and Safety/Los Angeles Unified School District.
<p>L.3.2.b The applicant shall pay school fees for commercial uses, as may be required by State law, at the time of issuance of a building permit. The current school fees are \$0.28 per square foot for non-residential space. If built today the Buildout Phase would be required to pay a fee of \$2,842,532 to the LAUSD.</p>	LS	Pre-construction	City of Los Angeles Department of Building and Safety/Los Angeles Unified School District.

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**MITIGATION MONITORING PROGRAM**

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
<p><b>L.4 PARKS AND RECREATION</b>  <b>Phase I</b>                      L.4.1 The project design shall incorporate the following recommended specific plan guidelines of the ADP:</p> <ol style="list-style-type: none"> <li>1) Continue the style and intent of the historic courtyard spaces.</li> <li>2) Connect open spaces into one continuous system.</li> <li>3) Provide open spaces with diverse size, style, and character</li> </ol>	LS	Pre-construction, Construction	City of Los Angeles Department of Planning/Department of Parks and Recreation
<p><b>Buildout Phase</b>                      L.4.2 Buildout Phase shall incorporate Mitigation Measure L.4.1.a.                      L.4.3 In accordance with the requirements of the City of Los Angeles (Ordinance No. 141,422, amending Chapter 1, Article 7 of the Los Angeles Municipal Code), the project shall either pay the in-lieu fee to the city or develop park or recreation land on the project site using equivalent funding or greater. The proportion of total land on the site to be set aside for park and recreation land is based on the residential density as set forth in Section 17.12 Part B of the Municipal Code.</p>	LS  LS		

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
<b>L.5 LIBRARIES</b> <b>Phase I</b> No mitigation is recommended.	LS	None Required	N/A
<b>Buildout Phase</b> No mitigation is recommended.	LS	None Required	N/A
<b>M.1 WATER</b> <b>Phase I</b> M.1.1.a Automatic sprinkler systems shall be set to irrigate landscaping during early morning hours or during the evening to reduce water losses from evaporation. Landscaping shall be watered less often during cooler months and the rainfall season.	LS	Pre-construction, Construction, Post-occupancy	City of Los Angeles Department of Building and Safety/Department of Water and Power
M.1.1.b Wherever possible, the use of reclaimed water shall be investigated as a source to irrigate large landscaped areas such as pedestrian plazas, landscaped walkways, and other open spaces.	LS	Pre-construction, Construction, Post-occupancy	City of Los Angeles Department of Building and Safety/Department of Water and Power
M.1.1.c Selection of drought-tolerant, low water consuming plant varieties shall be used to reduce irrigation water consumption in new landscaped areas such as pedestrian plazas, walkways, and other open spaces.	LS	Pre-construction, Construction, Post-occupancy	City of Los Angeles Department of Building and Safety/Department of Water and Power
M.1.1.d Recirculating hot water systems shall be used where feasible in long piping systems (where water must be run for considerable periods before hot water is received at the outlet).	LS	Pre-construction, Construction, Post-occupancy	City of Los Angeles Department of Building and Safety/Department of Water and Power

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
M.1.1.e Lower volume water faucets and water saving showerheads shall be installed in new construction and when remodeling as well as low flush toilets in all restrooms.	LS	Pre-construction, Construction, Post-occupancy	City of Los Angeles Department of Building and Safety/Department of Water and Power
M.1.1.f Plumbing fixtures shall be selected which reduce potential water loss from leakage due to excessive wear of washers.	LS	Pre-construction, Construction, Post-occupancy	City of Los Angeles Department of Building and Safety/Department of Water and Power
M.1.1.g Phase I of the project shall comply with all applicable sections of the City of Los Angeles' Water Conservation Ordinance (Ordinance No. 166,080) and Xeriscape Ordinance.	LS	Pre-construction, Construction, Post-occupancy	City of Los Angeles Department of Building and Safety/Department of Water and Power
<b>Buildout Phase</b> M.1.2 Phase I Mitigation Measures M.1.1.a through M.1.1.g shall also be implemented for the Buildout Phase of the proposed project.	LS	Pre-construction, Construction, Post-occupancy	City of Los Angeles Department of Building and Safety/Department of Water and Power
<b>M.2 SOLID WASTE AND DISPOSAL</b> <b>Phase I</b> M.2.1 Although short-term construction impacts to solid waste and disposal services are considered less than significant, the following mitigation measure shall be implemented to further reduce adverse impacts:	LS	Pre-construction, Construction, Post-occupancy	City of Los Angeles Department of Building and Safety/Department of Public Works

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**MITIGATION MONITORING PROGRAM**

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
<p>The project sponsor shall demonstrate that all construction and demolition debris, to the maximum extent feasible, will be recycled in a practical, available, and accessible manner during the construction phase. Documentation of this recycling program will be provided to the City of Los Angeles, Department of Public Works.</p>	SU	Pre-construction	City of Los Angeles Department of Planning/Department of Building and Safety

<sup>1</sup> Source: Mitigation Measures Q.6.2.a through Q.6.2.i were from the Draft Mitigations Catalog For the City of Los Angeles attached with the letter from Joan Edwards, Department of Public Works, Integrated Solid Waste Management Office, City of Los Angeles, dated November 8, 1993.

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
<ul style="list-style-type: none"> <li>■ Instituting a tenant/employee participation recycling program, whereby tenants/employees are given individual containers/bins to separate newsprint, white, and/or colored paper for regular custodian collection and deposit into larger separation containers to be removed by appropriate recyclers or haulers providing such services.</li> <li>■ Instituting a tenant/employee education program which would, through a series of brief educational sessions, outline various methods whereby employees can further contribute to methods of recycling/conservation in the office and home (e.g., contracting with firms for purchase of recycled paper, use of two-sided reports, replacement of Styrofoam cups with coffee mugs, etc.).</li> </ul> <p>M.2.2.b The project shall incorporate the use of recycled materials in building materials, furnishings, operations, and building maintenance, to the extent feasible and allowed by local codes. The SRRP shall describe the use of these materials in the project.</p>	SU	Pre-construction, Construction, Post-occupancy	City of Los Angeles Department of Planning/Department of Building and Safety

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**MITIGATION MONITORING PROGRAM**

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
<p>M.2.2.c A statement shall be included in the SRRP that instructs occupants about source reduction, recycling, and procurement of recycled materials. This statement shall be incorporated into the future ownership agreement, property management agreements, and tenant agreements.</p>	SU	Pre-construction, Construction, Post-occupancy	City of Los Angeles Department of Planning/Department of Building and Safety
<p>M.2.2.d A statement shall be included in the SRRP that specifies which of the following entities will provide collection of trash and source separated materials - the City of Los Angeles; project sponsor or property management service; independent recycling contractor; or private solid waste collector who provides recycling services.</p>	SU	Pre-construction, Construction, Post-occupancy	City of Los Angeles Department of Building and Safety/Department of Public Works
<p>M.2.2.e The project owner, within its property management agreements, shall conduct an annual waste audit review and measure the effectiveness of the tenant education program and recycling collection activities. To the greatest extent possible, the audit shall include:</p> <ul style="list-style-type: none"> <li>■ Review of purchasing patterns to eliminate materials not compatible with the established waste diversion program.</li> </ul>	SU	Pre-construction, Construction, Post-occupancy	City of Los Angeles Department of Building and Safety/Department of Public Works

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
<ul style="list-style-type: none"> <li>■ Review of operating procedures which generate either large amounts of waste or non-recyclable materials.</li> <li>■ Review of company uses and activities.</li> <li>■ Evaluation and expansion of recyclable materials to be included in a recycling program.</li> <li>■ Review of employee awareness of recycling program goals, procedures, and accomplishments. Evaluation and implementation of training for all project occupants.</li> </ul> <p>The results of the study shall be used to improve the Source Reduction and Recycling Plan (SRRP) to reduce solid waste generation. The SRRP shall describe the methods by which designated recyclable materials will be separated from the waste stream, collected, and stored, to facilitate transportation to a recycler or hauler providing such services.</p>			

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
M.2.2.f The design of recycling systems shall facilitate source separation and collection of additional materials that may be designated as recyclable by the City in the future.	SU	Pre-construction	City of Los Angeles Department of Building and Safety/Department of Public Works
M.2.2.g To the extent feasible, one or more of the following yard waste management techniques shall be incorporated into the maintenance of the project: <ul style="list-style-type: none"> <li>■ Planting drought tolerant plants so as to minimize yard waste.</li> <li>■ Mulching and grass-recycling.</li> <li>■ Local composting through regular landscape maintenance where appropriate.</li> </ul>	SU	Post-occupancy	City of Los Angeles Department of Building and Safety/Department of Public Works
M.2.3.a The property owner will provide information to project occupants and operators regarding alternatives to commonly used hazardous materials in the business and governmental environment, as well as information regarding the proper storage, handling and disposal of hazardous waste.	SU	Post-occupancy	City of Los Angeles Department of Building and Safety/Department of Public Works
M.2.3.b The project will comply with all applicable regulations and/or measures outlined in the City of Los Angeles Household Hazardous Waste Element (HHWE).	SU	Post-occupancy	City of Los Angeles Department of Building and Safety/Department of Public Works

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
<p><b>Buildout Phase</b></p> <p>M.2.4.a Phase I Mitigation Measures M.2.1 through M.2.3.b shall also be implemented for Buildout Phase under the proposed project.</p> <p>M.2.4.b For residential units, the project shall provide all tenants and each household with a practical and accessible means of recycling materials, including the design and allocation of recycling collection and storage space in individual units, and a centralized collection and storage area for the entire project.</p>	<p>SU</p> <p>SU</p>	<p>Pre-construction, Construction, Post-occupancy</p> <p>Post-occupancy</p>	<p>City of Los Angeles Department of Building and Safety/Department of Public Works</p> <p>City of Los Angeles Department of Building and Safety/Department of Public Works</p>
<p><b>M.3 SANITARY SEWERS Phase I</b></p> <p>M.3.1.a The project shall implement all water-conserving mitigation measures as outlined for Phase I in Section IV.M.1, Water.</p> <p>M.3.1.b Phase I of the project shall comply with the City of Los Angeles' Sewer Allocation Ordinance (No. 166,060).</p> <p>M.3.1.c The sewer system shall be designed to limit flows tributary to the 16-inch line under Alameda Street to one-half of that line's capacity. Alternative existing sewer lines shall be utilized to meet project capacity.</p>	<p>LS</p> <p>LS</p> <p>LS</p>	<p>Pre-construction, Construction, Post-occupancy</p> <p>Pre-construction, Construction, Post-occupancy</p> <p>Pre-construction, Construction, Post-occupancy</p>	<p>City of Los Angeles Department of Building and Safety/Department of Public Works</p> <p>City of Los Angeles Department of Building and Safety/Department of Public Works</p> <p>City of Los Angeles Department of Building and Safety/Department of Public Works</p>

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
<b>Buildout Phase</b>			
M.3.2.a The project shall implement all water-conserving mitigation measures as outlined for project Buildout Phase in Section IV.M.1, Water.	LS	Pre-construction, Construction, Post-occupancy	City of Los Angeles Department of Building and Safety/Department of Public Works
M.3.2.b Prior to Buildout Phase development, a flow test of downstream sewer lines shall be conducted to determine if existing sewer lines serving the project site still have adequate capacity to serve the Buildout Phase of the project. If any improvements to the local sewage collection lines are required, the applicant and the City shall determine the applicant's reasonable pro rata share of the cost for sewer system improvements.	LS	Pre-construction, Construction, Post-occupancy	City of Los Angeles Department of Building and Safety/Department of Public Works
M.3.2.c Buildout Phase of the project shall comply with the City of Los Angeles' Sewer Allocation Ordinance (No. 166,060).	LS	Pre-construction, Construction, Post-occupancy	City of Los Angeles Department of Building and Safety/Department of Public Works
M.3.2.d The sewer system shall be designed to limit flows tributary to the 16-inch line under Alameda Street to one-half of that line's capacity. Alternative existing sewer lines shall be utilized to meet project capacity.	LS	Pre-construction, Construction, Post-occupancy	City of Los Angeles Department of Building and Safety/Department of Public Works
<b>M.4 ENERGY CONSERVATION</b>			
<b>Phase I</b>			
M.4.1 Mitigation Measure F.1.1.d, F.1.1.e, and F.1.1.g shall be implemented to reduce energy consumption during the construction period.	LS		

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## MITIGATION MONITORING PROGRAM

Mitigation Measure	Level of Significance w/Mitigation	Monitoring Phase	Monitoring/Enforcing Agency
M.4.2.a Phase I development shall comply with the State Energy Conservation Standards for New Residential and Non-Residential Buildings (Title 24, Par 6, Article 2, California Administrative Code) which establish mandatory maximum energy consumption levels for new buildings and include energy-conserving design features that must be incorporated into new development.	LS	Pre-construction, Construction	City of Los Angeles Department of Building and Safety/Department of Water and Power
M.4.2.b During the design process, each site developer shall consult with the DWP, Energy Services Subsection, regarding any specific energy demand requirements and possible system improvements (which may be required as a result of project implementation), and for project-specific Energy Conservation Measures.	LS	Pre-construction	City of Los Angeles Department of Water and Power
M.4.3 No mitigation is required.	LS		
<b>Buildout Phase</b>	LS	Pre-Construction	City of Los Angeles Department of Water and Power
M.4.4 Phase I Mitigation Measure M.4.2.a shall also be implemented for the Buildout Phase of the proposed project.	LS		
M.4.5 Phase I Mitigation Measure M.4.2.a shall also be implemented for the Buildout Phase of the proposed project.	LS		
M.4.6 No mitigation is required.	LS		

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