FORM GEN. 160 (Rev. 11-02)

CITY OF LOS ANGELES
INTERDEPARTMENTAL CORRESPONDENCE

Date: October 29, 2018

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From: Maria Martin, Environmental Affairs Officer
Environmental Management Group

Subject: **CEQA REVIEW: SUMMARY OF RELEVANT FINDINGS AND MITIGATION MEASURES OF METRO'S STREET VACATION APPROVAL REQUEST – REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT, W.O. VAC-E1401329 – FLOWER ST (POR OF) BTWN 3RD ST AND HOPE ST – VACATION (ALSO KNOWN AS GENERAL THADDEUS KOSCIUSZKO WAY / GTK).**

The Environmental Management Group has reviewed the requested street vacation request and CEQA documentation. The relevant findings of the Final Environmental Impact Statement / Environmental Impact Report (Final EIS/EIR) and associated mitigation measures are summarized below:

Transportation Impacts and Mitigation

The construction related Transportation Impacts and Mitigation of the Project were evaluated in Sections 3.3.5 and 4.18 of the Final EIS/EIR. Potential construction related transportation impacts of the Project could involve construction detours as well as construction-related obstacles to existing transit, parking, bicycle facilities, and pedestrians. Truck traffic volume will increase during construction of the Project along anticipated haul routes. Traffic impacts associated with Project construction include reduced roadway traffic lanes and temporary street closures, which could result in major traffic disruptions and bottlenecks. Additionally, commercial driveways may be subject to reduced access around construction sites. Emergency vehicle access (e.g. police, fire and rescue, and ambulance) in and around construction work sites may be affected by lane closures and/or temporary street closures. Further, bus service will be impacted by temporary street closures and will require the temporary rerouting of bus lines and bus stop locations. This will result in additional transit travel time for bus riders. Additionally, existing on-street parking and loading zones will be temporarily removed and a number of off-street parking spaces will be removed during construction. Finally, pedestrian and bicycle access in and around construction work sites will be impacted as a result of street and sidewalk closures and disruptions to bike routes.

As concluded in the Final EIR/EIS, potentially significant construction-related impacts to traffic and circulation, public transportation, parking, and pedestrian and bicycle access

would remain after mitigation. Connectivity with other transit lines and pedestrian systems at Flower and 3rd Streets will be required.

Impacts

- Traffic circulation disruption for motorists, pedestrians, cyclists, and transit riders.
- Bus stop relocation / temporary closures & detours which results in increased transit travel time.
- Existing on-street parking, off-street parking, and on-street loading zones will be temporarily removed.
- Pedestrian and bicycle access in and around construction sites will be temporarily disrupted.

Reference: Final EIS/EIR Sections 3.3.5, pg 3-50 through 3-55, 4.18 and Chapter 8 Mitigation Monitoring and Reporting Plan for the Locally Preferred Alternative (LPA).

Mitigation Measures

TR-1: Prior to the initiation of localized construction activities, a traffic management and construction mitigation plan shall be devised. The closure schedules in the construction traffic plan shall be coordinated to minimize impacts to residences, businesses, special events, and traffic flow. During these times, traffic shall be re-routed to adjacent streets via clearly marked detours. The traffic management and construction mitigation plan shall identify, for instance, proposed closure schedules and detour routes; construction traffic routes, including haul truck route, and hours so as to avoid peak hours where feasible. It shall also account for the provisions below. Traffic flow shall be maintained, particularly during peak hours, to the degree feasible. Access to adjacent businesses shall be maintained via existing or temporary driveways at all times during business hours, and residences at all times. Metro shall provide signage to indicate new ways to access businesses and community facilities affected by construction. Metro shall post advance notice signs prior to construction in areas where business access could be affected. Metro shall also notify Los Angeles Department of Transportation (LADOT) in advance of street closures, detours, or temporary lane reductions. Metro shall also inform advisory committees of known road closures during regularly scheduled meetings.

TR-2: Haul routes for trucks shall be confirmed during the final design phase of the project. The routes shall be located to minimize noise, vibration, and other possible impacts to adjacent businesses and neighborhoods. Truck trips shall be primarily scheduled at times when they would be least disruptive to the community. Lighted or reflective signage shall direct truck drivers to the haul routes. If physical damage to the

haul route roads occurs due to project-related traffic, the roads shall be restored to their pre-construction condition as quickly as is practicable. Haul routes shall be discussed with and approved by the City of Los Angeles through the Transportation Construction Traffic Management Committee (TCTMC).

TR-3: To avoid impacts to neighborhood parking supplies, Metro shall require the contractor to designate areas for construction/contractor employee parking and shall not allow employees to park in other lots or unauthorized areas. Metro shall identify and implement measures to reduce the need for parking by construction workers, including carpool incentives, transit passes, or designated on-site or off-site parking. Metro shall direct construction workers not to park on the street.

TR-4: Safe pedestrian detours with handrails, fences, k-rail, canopies, and walkways shall be provided as needed. When a crosswalk is closed due to construction activities, pedestrians shall be directed to nearby alternate crosswalks. Access shall be Americans with Disabilities Act (ADA) accessible at all times per existing Metro policy.

TR-5: Bicyclists shall be encouraged through signage to ride carefully in streets near construction activities, ride carefully on sidewalks (as City of Los Angeles municipal code permits), or choose nearby alternate routes around construction sites. Detours shall be provided as needed. Metro shall provide signage showing the alternate bicycle routes. Pedestrian and bicycle circulation, and travel lanes temporarily impacted during construction shall be restored to their permanent configurations at the conclusion of the construction period and prior to operations.

TR-10: Metro shall design and implement linkages with the proposed streetcar project and Bringing Back Broadway project at the 2nd/Broadway station. The project shall also provide a knockout panel to the west side of Flower Street at 3rd Street to connect to the pedestrian system previously designed by the City of Los Angeles.

TR-12: Metro shall maintain access to bus stops and provide adequate signage to guide bus users to accessible stops. Metro shall minimize temporary closures or relocations of bus stops and layover zones. Metro shall provide notices of closures and relocations on its website, smart phone apps, and other modes typically used to communicate service announcements. When closures of other bus operators' stops are needed, Metro shall work closely with the affected operators to provide notices.

TR-13: As needed, Metro shall temporarily relocate bus stops to nearby alternative locations based on the re-routing of bus service, and provide adequate signage and notices at strategic locations indicating the relocated bus stops. Metro shall provide notices of relocations on its website, smart phone apps, and other modes typically used to communicate service announcements. Metro shall coordinate with municipal transit providers to temporarily relocate non-Metro bus stops. When bus re-routing is

necessary, buses shall be re-routed to adjacent streets in a manner that minimizes inconvenience to bus passengers and to affected neighborhoods.

Air Quality Impacts and Mitigation

The EIR/EIS evaluated both short-term Air Quality Impacts of emissions during construction and long-term impacts associated with operations of the Project. The construction Air Quality Impacts of the Project were evaluated in Sections 4.5, 4.18, and Chapter 10 of the Final EIR/EIS. The EIS/EIR evaluated both short-term impacts of emissions during construction and long-term impacts associated with operations of the project. As explained in the EIS/EIR, construction activities would result in a significant air quality impact if:

- The Regional Connector Project would generate localized emissions that exceed the South Coast Air Quality Management District (SCAQMD) thresholds established in the Localized Significance Threshold (LST) Guidelines (July 2008).
- The Regional Connector Transit Corridor Project would generate regional emissions that exceed thresholds established by the South Coast Air Quality Management District.

As explained in the Final EIS/EIR, mitigated emissions were compared to the SCAQMD's LST to evaluate significance. Mitigated emissions levels for each construction site would be less than the maximum allowable emissions under the LST methodology. Mitigation measures AQ-1 through AQ-22 listed in the following pages will be enforced by Metro as described in the MMRP. Implementation of mitigation measures would ensure that emission levels for each construction site will be less than the maximum allowable emissions under the localized significance thresholds methodology. For this reason, impacts related to localized significance thresholds would be reduced to less than significant.

However, regional construction emissions of VOC, NOx, and CO would remain significant and unavoidable even with implementation of proposed mitigation measures during construction.

Impacts

Regional construction emissions of VOC, NOx, and CO would remain significant and unavoidable.

Reference. Final EIS/EIR 4.5.3.7 pg 4-108 – 4-110.

Mitigation Measures

AQ-1: Contractors shall be required to adhere to South Coast Air Quality Management District (SCAQMD) standards for off-road engine emissions (refer to Section 4.5.1.1). Examples of how the contractors could ensure adherence include retrofitting off-road engines with add-on control devices such as catalytic oxidizers and diesel particulate filters where feasible.

AQ-2: Metro shall require contractors to use equipment that meets up-to-date specifications (equivalent to models manufactured from 2013 to 2017) for pollutant emissions during project construction.

AQ-3: Contractors shall be required to adhere to SCAQMD standards for dust emissions such as SCAQMD Rule 403. Examples of how the contractors could ensure adherence include applying water or a stabilizing agent to exposed surfaces in sufficient quantity to prevent generation of dust plumes.

AQ-4: Soil from construction equipment shall not extend 25 feet or more from an active operation, and shall be removed at the conclusion of each workday (refer to Section 4.5.3.3). Street sweeping services shall be coordinated with construction activity to minimize impacts to surrounding businesses and residences.

AQ-5: Contractors shall be required to utilize at least one of the measures set forth in SCAQMD Rule 403 Section (d)(5) to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site.

AQ-6: All haul trucks hauling soil, sand, and other loose materials shall maintain at least six inches of freeboard (not filling trucks all the way to the top) in accordance with California Vehicle Code 23114.

AQ-7: All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce dust emissions) (refer to Section 4.5.1.1).

AQ-8: Traffic speeds on unpaved roads shall be limited to 15 MPH.

AQ-9: When wind gusts exceed 25 MPH, Metro shall require the contractor to implement the following provisions, consistent with the requirements of SCAQMD Rule 403, as they apply to each of the construction activities identified below: Earth-moving activities: (1A) Cease all active operations; or (2A) Apply water to soil not more than 15 minutes prior to moving such soil. Disturbed surface areas: (OB) On the last day of active operations prior to a weekend or holiday: apply water with a mixture of chemical stabilizer diluted with not less than 1/20 of the concentration required to maintain a

stabilized surface for a period of six months; or (1B) Apply chemical stabilizers prior to wind event; or (2B) Apply water to all unstabilized disturbed areas three times per day. If there is evidence of wind driven fugitive dust, watering frequency is increased to a minimum of four times per day; or (3B) Establish a vegetative ground cover within 21 days after active operations have ceased. Ground cover must be sufficient density to expose less than 30 percent of unstabilized ground within 90 days of planting, and at all times thereafter; or (4B) Utilize any combination of control actions (1B), (2B), and (3B) such that, in total, these actions apply to all disturbed surface areas. Unpaved roads: (1C) Apply chemical stabilizers prior to wind event; or (2C) Apply water twice per hour during active operation; or (3C) Stop all vehicular traffic. Open storage piles: (1D) Apply water twice per hour; or (2D) Install temporary coverings. Paved road track-out: (1E) Cover all haul vehicles; or (2E) Comply with vehicle freeboard requirements of Section 23114 of the California Vehicle Code for both public and private roads. All categories: (1F) Any other control measures approved by the Executive Officer and the United States Environmental Protection Agency as equivalent to the methods specified may be used.

AQ-10: Heavy equipment operations shall be suspended during second stage smog alerts as issued by SCAQMD.

AQ-11: On-site stockpiles of debris, dirt, or rusty materials shall be covered or watered at least two times per day.

AQ-12: Contractors shall utilize electricity supplied by LADWP rather than temporary diesel or gasoline generators, as feasible.

AQ-13: Heavy-duty trucks shall be prohibited from idling in excess of five minutes, both on- and off-site. Metro shall employ California Air Resources Board anti-idling requirements during construction. Metro shall require the contractor to regularly perform unscheduled inspections of construction equipment and activities to ensure minimization of associated air quality impacts.

AQ-14: Construction worker parking shall be configured to minimize traffic interference. This measure would minimize vehicle idling time, which would reduce emissions generated from construction vehicles.

AQ-15: Construction activity that affects traffic flow on the arterial system, including the transportation of excavated materials, shall be primarily limited to off-peak hours. This measure would minimize vehicle idling time, which would reduce emissions generated from construction vehicles.

AQ-16: Metro shall require ongoing maintenance and adherence to manufacturer's specifications for all construction equipment engines and vehicles.

AQ-17: Dedicated turn lanes for the movement of trucks and equipment to and from construction sites shall be provided where appropriate. This measure would minimize vehicle idling time, which would reduce emissions generated from construction vehicles.

AQ-18: Metro shall require on-site construction equipment to meet EPA Tier 2 or higher emission standards according to the January 1, 2012 to December 31, 2014 and post January 15, 2015 criteria.

AQ-19: Metro shall maintain and clean all trucks and construction equipment.

AQ-20: Metro shall use low-sulfur fuel where possible.

AQ-21: The project and stations shall be designed and constructed in a manner consistent with Metro's sustainability policies (such as Metro's Energy and Sustainability Policy).

AQ-22: Detour routes shall be designed to ensure that traffic does not idle for extended periods of time, thus reducing the potential for localized exceedance of federal CO/CO2 standards.

Displacement and Relocation Impacts and Mitigation

The Displacement and Relocation Impacts of the project were evaluated in Sections 4.2 and 4.18 and Chapter 10 of the Final EIS/EIR. Displacement and relocation impacts would be considered significant if the Regional Connector Transit Corridor Project would:

- Displace a substantial number of existing housing units, particularly affordable housing units, necessitating the construction of replacement housing elsewhere.
- Displace a substantial number of people, necessitating the construction of replacement housing elsewhere.

Impacts

The project would require the acquisition of up to 54 total parcels, including nine parcels that would be acquired in full, seven parcels would be acquired in part, 26 parcels that would require permanent underground easements, and 12 parcels that would be used pursuant to temporary construction easements but would not be permanently acquired. As a result of these acquisitions, the project would require permanent displacement of approximately 270 off-street parking spaces of which approximately 130 spaces are in the Little Tokyo community, where businesses and residents expressed concern over the potential loss of parking. The other displaced parking spaces would be located farther west along 2nd Street, near the 2nd Street/Broadway station.

Partial taking of parking and primary access to the Central Plant (APN 5151-014-032) located at 703 W 3rd Street will be required.

Reference. Final EIS/EIR 4.2.3.5 pg 4-32 - 4-43

Mitigation Measures

DR-1: Metro shall provide replacement parking elsewhere on the parcel or on a nearby parcel during construction (applies specifically to Central Plant).

DR-2: Metro shall maintain access to the Central Plant at all times during construction.

DR-5: Metro shall not hinder access to other public parking lots during construction.

DR-7: Metro shall develop a Construction Mitigation Program that includes protocol for community notification of construction activities, including traffic control measures, schedule of activities, and duration of operations, with written communications to the community translated into appropriate languages.

Community and Neighborhood Impacts and Mitigation

The Community and Neighborhood Impacts of the project were evaluated in Sections 4.3 and 4.18 and Chapter 10 of the Final EIS/EIR. The CEQA Guidelines require analysis of potential project impacts that could physically divide an established neighborhood or community. Additional local regulations and plans that pertain to communities and neighborhoods that would potentially be affected by the Regional Connector Transit Corridor project are:

- Central City Community Plan (City of Los Angeles General Plan Land Use Element)
- Central City North Community Plan (City of Los Angeles General Plan Land Use Element)
- City of Los Angeles Planning and Zoning Code

Potential impacts on communities and neighborhoods were evaluated by the potential for the Regional Connector Transit Corridor Project to affect the following key criteria:

- Community mobility
- Emergency service response times
- Community resources and events
- Business viability

As concluded in the Final EIR/EIS, impacts would be less than significant with the implementation of mitigation measures outlined on pages 9 through 11 of this memo.

Impacts

- Disruption of traffic patterns and access to residences and businesses due to construction activities, construction-related traffic, and street lane and sidewalk closures could affect the economic vitality of some businesses.
- If left unsecured, construction sites could have a negative impact on the community.

Reference - - Final EIS/EIR 4.3.3.5 pg 4-65 through 4-67.

Mitigation Measures

CN-1: Accessible detours shall be provided whenever possible. Detours shall be compliant with the ADA. Signage shall be provided in those languages most commonly spoken in the immediate community. Signs shall mark detours in accordance with the Manual on Uniform Traffic Control Devices, and other applicable local and state requirements. Detours shall be designed to minimize cut through traffic in adjacent residential areas.

CN-2: Early notification of traffic disruption shall be given to emergency service providers. Work plans and traffic control measures shall be coordinated with emergency responders to prevent impacts to emergency response times.

CN-3: Traffic management and construction mitigation plans shall be developed in coordination with the community to minimize disruption and limit construction activities during special events. Worksite Traffic Control Plans shall be developed in conjunction with LADOT and surrounding communities to minimize impacts to traffic, businesses, residents, and other stakeholders. Crossing guards and other temporary traffic controls shall be provided in the vicinity of construction sites, haul routes, and other relevant sites as proposed in California DOT Traffic Manual, Section 10-07.3, Warrants for Adult Crossing Guards, and as appropriate to maintain traffic flow during construction.

CN-4: A 24-hour live hotline for community concerns regarding construction shall be provided, as well as a project office within the Little Tokyo community. Residents and businesses shall also be provided with comment/complaint forms during construction. A construction office shall also be placed within the community to provide in-person assistance and services. Metro shall negotiate with the Japanese American National Museum (JANM) to locate the office within the museum's historic building on 1st Street. The hotline and office shall enable Metro to maintain day-to-day contact with the community during construction and provide community members with all project details that may be relevant to the public.

CN-5: A community outreach plan shall be developed and implemented to notify local communities and the general public of construction schedules and road and sidewalk detours. Metro shall coordinate with local communities during preparation of the traffic

management plans to minimize potential construction impacts to community resources and special events. Construction activities shall be coordinated with special events.

CN-6: Metro shall develop a construction mitigation plan with community input to directly address specific construction impacts in the project area. Metro shall establish and receive input from the RCCLC in developing the construction mitigation plan. The RCCLC shall consist of representatives from all parts of the alignment area. Metro shall work with the RCCLC in developing the outreach plan.

CN-7: Barriers shall be erected and security personnel provided during construction to minimize trespassing and vandalism. Barriers shall be enhanced with culturally relevant artwork, attractive design features, and advertisements for parking locations and businesses. Signage shall also identify that businesses are open during construction. Community input shall be sought in determining artwork and design features.

CN-10: Metro shall field verify (by potholing or other methods) the exact locations and depths of underground utilities and conduct condition checks prior to utility relocation.

CN-11: Metro shall coordinate closely with utility providers to develop a service plan as needed to address planned and unplanned utility service interruptions. Should an unplanned outage occur as a result of construction activities, Metro shall contact the appropriate utility provider immediately to restore service. Metro shall also maintain access to utilities for providers' technicians. Metro shall provide protective measures such as pipe and conduit support systems, vibration and settlement monitoring, trench sheeting, and shoring during construction to avoid potential damage to utilities.

EF-1: Metro shall develop measures to assist business owners significantly impacted by construction. These shall include temporary parking, marketing programs, and other measures developed jointly between Metro and affected businesses.

SS-15: Metro shall protect public use of work areas involving sidewalks, entrances to buildings, lobbies, corridors, aisles, stairways, and vehicular roadways with appropriate guardrails, barricades, temporary fences, overhead protection, temporary partitions, shields, and adequate visibility. Metro shall keep sidewalks, entrances to buildings, lobbies, corridors, aisles, doors, or exits that remain in use by the public clear of obstructions. Metro shall post appropriate warnings, signs, and instructional safety signs. These requirements shall be included in the construction specifications.

SS-16: An education safety and outreach campaign shall be implemented during construction to address public safety awareness in the vicinity of the project. The campaign would target the diverse community in the project area to educate them on proper system use and benefits of LRT ridership.

Historic, Archaeological, and Paleontological Impacts and Mitigation

The Cultural Resources impacts of the project were evaluated in Sections 4.12 and 4.18 and Chapter 10 of the Final EIS/EIR. The EIS/EIR evaluated potential effects during construction and operation of the proposed project. As explained in the EIS/EIR, section 15064.5 of the CEQA Guidelines sets forth the criteria and procedures for determining significant historical resources, and the potential effects of a project on such resources. CEQA requires that resources listed in or eligible for listing in the California Register of Historic Resources be studied. CEQA also categorizes paleontological resources as cultural resources and requires an impact evaluation to such resources.

It has been determined that the impacts to archaeological and built resources would be less than significant with the implementation of mitigation measures; paleontological resources on the other hand, are variable and are dependent upon site constraints. If paleontological resources are encountered in an area where a Tunnel Boring Machine (TBM) is used and application of mitigation measures are not feasible, then such impacts are unavoidable and can be considered significant.

Impacts

- Disturbance of the Los Angeles Zanja System (CA-LAN- 887H and other unnumbered zanjas), and sites CA-LAN-3588, P-19-003338, and P-19-003339 could occur during construction.
- Unknown archaeological resources could be disturbed during construction.
- Previously undiscovered paleontological resources may be disturbed during construction at new station locations and cut and cover locations where resources can be actively observed.

Reference. Final EIS/EIR 4.12.1.3.5 pg 4-267 – 4-280; 4.12.2.3.5 pg 4-291 – 4-292; 4.12.3.3.5 pg 4-303 – 4-304.

Mitigation Measures

CR/B-4: For those historic properties and historical resources where adverse impacts are anticipated, a MOA has been developed to resolve those adverse effects consistent with 36 CFR 800. This agreement, developed by FTA and Metro in consultation with the California SHPO and other consulting parties shall resolve and/or avoid, minimize, or mitigate potential effects to historic properties and/or historical resources. The agreement includes stipulations that outline the specific requirements for consultation and decision-making between the lead federal agency and consulting parties, specify the level of HABS/HAER recordation, and outline specific requirements for pre- and post-construction surveys, geotechnical investigations, building protection measures, and TBM specifications. See Appendix 3 (MOA) of this Final EIS/EIR for specific requirements.

CR/B-6: Facades of historic buildings adjacent to the construction areas shall be protected from accumulation of excessive dirt or shall be cleaned in an appropriate manner periodically while construction activities are occurring nearby.

CR/A-2: An archaeological monitor shall be present during ground-disturbing activities. The archaeological monitor shall have authority to halt operations to examine potential resources and recover artifacts using professional archaeological methods.

CR/A-4: Work shall stop if human remains are found, and the Los Angeles County Coroner shall be notified immediately. If the remains are determined to be prehistoric, the Coroner shall notify the Native American Heritage Commission (NAHC), which will arrange for a Most Likely Descendent (MLD) to inspect the site within 48 hours and issue recommendations for scientific removal and nondestructive analysis.

CR/A-6: A proactive identification and documentation program that would facilitate preservation or mitigation in a cost-effective manner shall be undertaken. This shall include using documentary research to identify, as accurately as possible, the precise alignments of the zanjas within the area of potential effect. Where these alignments are expected to be affected by the proposed project, particularly where cut and cover or other nearsurface construction techniques are planned in the vicinity of mapped zanja segments, full-time archaeological monitoring would be instituted to ensure documentation consistent with Section 4.12.2.4.2 of the Draft EIS/EIR.

CR/P-1: A qualified paleontologist shall prepare a Paleontological Monitoring and Mitigation Plan for the proposed project and supervise monitoring of construction excavations within sensitive geologic sediments. The monitor shall have authority to temporarily divert grading away from exposed fossils to professionally and efficiently recover the fossil specimens and collect associated data.

CR/P-2: All project-related ground disturbances that could potentially affect the Puente Formation, Fernando Formation, and Quaternary older alluvium and terrace deposits would be monitored by a qualified paleontological monitor on a full-time basis (where feasible) because these geologic sediments are determined to have a high paleontological sensitivity. Very shallow surficial excavations (less than five feet) within Quaternary younger alluvium would be monitored on a part-time basis to ensure that underlying sensitive units are not adversely affected. Construction monitoring during any tunneling activity is not warranted as any potential fossil specimens present within sensitive geologic units would be crushed and destroyed by the nature of tunneling methodology.

CR/P-3: At each fossil locality, field data forms shall be used to record pertinent geologic data, stratigraphic sections shall be measured, and appropriate sediment samples shall be collected and submitted for analysis.

CR/P-4: Due to the likelihood of the presence of microfossils, matrix samples shall be collected and tested within the Puente Formation and Fernando Formation. Testing for microfossils shall consist of screen-washing samples (approximately 30 pounds) to determine if significant fossils are present. Productive tests shall result in screen-washing of additional bulk matrix up to a maximum of 2,000 pounds per locality to ensure recovery of a scientifically significant sample.

CR/P-5: Recovered fossils shall be prepared to the point of curation, identified by qualified experts listed in a database to facilitate analysis, and reposited in a designated paleontological curation facility such as the Natural History Museum of Los Angeles County.

Memorandum of Agreement (MOA): Please refer to Appendix 3 Memorandum of Agreement with the State Historic Preservation Officer for the full text.

Biological Impacts and Mitigation

The Ecosystems and Biological Resources Impacts of the project were evaluated in Sections 4.8 and 4.18 and Chapter 10 of the Final EIS/EIR. The EIS/EIR evaluated potential effects on ecosystems and biological resources during construction and operation of the proposed project. As explained in the EIS/EIR, the Regional Connector Transit Corridor Project would have a significant impact on biological resources if it would:

- Result in the loss of individuals, or the reduction of existing habitat, of a state- or federally-listed endangered, threatened, rare, protected, or candidate species, or a Species of Special Concern, or federally-listed critical habitat.
- Result in the loss of individuals, the reduction of existing habitat of a locally designated species, or a reduction in a locally designated natural habitat or plant community.
- Interfere with habitat such that normal species behaviors are disturbed (e.g., from introducing noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species.

Impacts to biological resources will be less than significant with the implementation of mitigation measures EB-1 through EB-7.

Impacts

- The project may require the removal or disturbance of mature trees during construction.
- Some tree removal and trimming may need to occur during the bird breeding season, from February 1 to August 31.
- Some of the trees that need to be removed may be native trees; if removal is required, a removal permit shall be obtained from the Los Angeles Board of

Public Works in accordance with the City of Los Angeles Native Tree Protection Ordinance.

Reference. Final EIS/EIR 4.8.3.5 pg 4-181 – 4-182.

Mitigation Measures

Please refer to mitigation measures EB-1 through EB-7 in Chapter 8 of the final EIS/EIR, pages 8-32 and 8-33 for full text.

Noise and Vibration Impacts and Mitigation

The Noise Impacts of the project were evaluated in Sections 4.7 and 4.18 and Chapter 10 of the Final EIS/EIR. The EIS/EIR evaluated potential effects from noise and vibration generated during construction and operation of the proposed project. As explained in the EIS/EIR, the Regional Connector Transit Corridor Project would result in a significant noise and vibration impact if:

- Noise levels exceed the Federal Transit Administration (FTA) noise impact criteria shown in Table 4.7-2 of the Final EIS/EIR
- Vibration levels exceed the FTA noise impact criteria shown in Table 4.7-2 of the Final EIS/EIR

As stated in the Final EIR/EIS, noise and vibration levels should be less than significant after mitigation.

Impacts

- With regard to the physical structure of the building, sensitive buildings (Category I, II, III, IV buildings as defined in Table 4.7-4 of the Final EIS/EIR) or historic buildings within 21 feet of construction may be susceptible to vibration damage.
- Significant ground-borne noise impacts could occur during construction at Walt Disney Concert Hall, and the Broad Art Foundation Museum, which is currently under construction. (Mitigation for the Walt Disney Concert Hall has been modified to cover the Colburn School as well, in an abundance of caution, although no impacts are anticipated.)
- Significant ground-borne noise and ground-borne vibration impacts could occur during construction at the Hikari Lofts, offices in the Japanese Village Plaza, and the Nakamura Tetsujiro Building.
- Significant ground-borne noise impacts could occur during operations at Walt Disney Concert Hall, Hikari Lofts, offices in the Japanese Village Plaza, the Nakamura Tetsujiro Building, and the Broad Art Foundation Museum, currently under construction. (As noted above, mitigation for the Walt Disney Concert Hall has been modified to cover the Colburn School as well, in an abundance of caution.)

Reference. Final EIS/EIR 4.7.3.5 pg 4-156 – 4-168.

Mitigation Measures

NV-2: A vibration monitoring plan shall be developed during final design to ensure appropriate measures are taken to avoid any damage to sensitive buildings (Category I, II, III, IV buildings as defined by FTA in Table 4.7-4) or historic buildings due to construction-induced vibration. This shall include pre-construction surveys of all buildings within 21 feet of vibration producing construction activity to confirm the building category (Category I, II, III, IV buildings as defined in Table 4.7-4), structural condition of the building, and to provide a baseline for monitoring of ground-borne vibration (GBV) and measuring the potential for GBV to cause damage where needed. Any damage caused by Metro's construction activities shall be repaired.

NV-3: Distances greater than those provided in EIS/EIR Table 4.7-5 shall be maintained near vibration-sensitive locations to avoid potential construction-related vibration impacts.

NV-4: Less vibration-intensive construction equipment or techniques shall be used near vibration-sensitive locations.

NV-5: Heavily laden vehicles shall be routed away from vibration-sensitive locations.

NV-6: Earthmoving equipment shall be operated as far as possible from vibration-sensitive locations.

NV-7: Construction activities that produce vibration, such as demolition, excavation, earthmoving, and ground impacting shall be sequenced so that the vibration sources do not operate simultaneously.

NV-8: Nighttime construction activities that produce noticeable vibration shall be avoided near vibration sensitive locations.

NV-9: Devices with the least impact shall be used to accomplish necessary tasks.

NV-10: Non-impact demolition and construction methods, such as saw or torch cutting and removal for off-site demolition, chemical splitting, and hydraulic jack splitting, shall be used instead of high impact methods near vibration-sensitive locations.

NV-11: Building protection measures such as underpinning, soil grouting, or other forms of ground improvement shall be used where needed to prevent deterioration of building condition due to construction.

NV-12: Pavement breakers, vibratory rollers, and packers shall operate as far as possible from vibration-sensitive locations.

NV-13: If a noise complaint is filed during project construction, noise monitoring shall be conducted in the vicinity of the area in question. If monitored noise levels exceed FTA construction noise criteria, the contractor shall use all or a combination of measures NV-14 through NV-17 to reduce construction noise levels below FTA construction noise criteria.

NV-14: Temporary noise barriers around the construction sites and localized barriers around specific items of equipment or smaller areas shall be provided as needed.

NV-15: Alternative back-up alarms/warning procedures shall be used where feasible as needed.

NV-16: Higher performance mufflers shall be used on equipment used during nighttime hours as needed near sensitive land uses.

NV-17: Portable noise sheds for smaller, noisy equipment, such as air compressors, dewatering pumps, and generators shall be provided as needed.

NV-25: Metro shall provide advance notice and coordinate with the affected property owners regarding schedules for tunneling and other activities prior to the commencement of those activities.

Visual Impacts and Mitigation

The Visual and Aesthetics Impacts of the project were evaluated in Sections 4.4 and 4.18, and Chapter 10 of the Final EIS/EIR. For the Regional Connector Transit Corridor Project, evaluation of impacts included consideration of both construction and operations impacts.

The Regional Connector Transit Corridor Project would result in a significant impact to visual resources if it would:

- Adversely affect a scenic resource;
- Substantially damage a scenic resource, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- Substantially degrade the existing visual character or quality of the site and its surroundings;
- Create a new source of light or glare which would adversely affect day or nighttime views in the area; and/or
- Result in the shading of shadow-sensitive uses for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. Pacific Standard Time (between late October and early April), or for more than four hours between

the hours of 9:00 a.m. and 5:00 p.m. Pacific Standard Time (between early April and late October).

As stated in the Final EIS/EIR, the Metro Board has determined that there are no impacts to visual / scenic resources. However, they would like to implement mitigation measures VA-3 through VA-5 further reduce less-than-significant impacts and related annoyance to sensitive land uses during construction.

Impacts

No significant impacts to scenic resources, visual character, nighttime illumination, or shade and shadows would occur during construction or operation of the project to the Historic Core, Civic Center, or Little Tokyo communities**.**

Reference. Final EIS/EIR 4.4.3.5 pg 4-85 – 4-92.

Mitigation Measures

VA-3: Metro shall shield temporary lighting during construction to reduce spillover lighting.

VA-4: Metro shall locate stockpile areas (storage areas for construction equipment, supplies, and excavated soil) primarily in less visually sensitive locations, where they are not visible from the road or to businesses or residents.

VA-5: Temporary construction sheds and barricades shall be located so as to avoid obscuring significant views of historic properties.

Geotechnical/Subsurface/Seismic/Hazardous Materials

The Geotechnical/Subsurface/Seismic/Hazardous Materials impacts of the project were evaluated in Sections 4.9 and 4.18 and Chapter 10 of the Final EIS/EIR. The proposed cut and cover and tunneling work increases the likelihood of inducing ground movement, unearthing hazardous materials, encountering subsurface gas plumes or unknown fault lines, as well as having the potential to adversely impact water quality.

As stated in the Final EIS/EIR, implementation of mitigation measures GT-1 through GT-13, G-15 through GT-21 during the construction phases will reduce the impacts to a less than significant level.

Impacts

- Potential exists for ground movement associated with cut and cover construction and potential ground loss due to tunneling.

- Contaminated soil or groundwater may be encountered during construction. The underground portions of the project would require trenching or tunneling, and as a result would encounter deeper soils and groundwater.
- Subsurface gases associated with oilfields in the vicinity of the project area may be encountered during construction.
- Asbestos and lead may be encountered during building demolition.
- Potential exists for accidental release of construction-related hazardous materials.
- Potential exists for intrusion of subsurface gases into the underground portions of the alignment.
- Potential exists for hazardous materials to be encountered during excavation and construction activities.
- Potential exists for hazardous building materials to be encountered during demolitions.

Reference. Final EIS/EIR 4.9.3.5 pg 4-199 – 4-204.

Mitigation Measures

Please refer to referenced mitigation measures found in Chapter 8 Mitigation Monitoring and Reporting Program for the LPA on pages 8-34 through 8-42.

Water Resources (Water Quality – Construction)

The Water Resources impacts of the project were evaluated in Sections 4.10 and 4.18 and Chapter 10 of the Final EIS/EIR. The EIS/EIR evaluated potential effects during construction and operation of the proposed project. As explained in the EIS/EIR, a significant impact to water quality would occur if the Regional Connector Transit Corridor Project would:

- Violate any applicable water quality standards or waste discharge requirements, including those defined in Section 13050 of the Clean Water Act
- Affect the rate or change the direction of movement of existing groundwater contaminants, or expand the area affected by contaminants
- Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site
- Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff
- Otherwise substantially degrade water quality

As stated in the Final EIS/EIR, implementation of mitigation measures WR-1 through WR-14 during the construction phases will reduce the impacts to a less than significant level.

Impacts

- Potential exists for excess erosion to occur during construction.
- Impacts to water quality stemming from both construction and operation of the project could occur.

Reference. Final EIS/EIR 4.10.3.5 pg 4-217 – 4-220.

Mitigation Measures

Please refer to mitigation measures WR-1 through WR-14 found on pages 8-42 through 8-46 in Chapter 8 Mitigation Monitoring and Reporting Program for the LPA.

Safety and Security

The Safety and Security impacts of the project were evaluated in Sections 4.15 / Chapter 4 of the Final EIS/EIR. The EIS/EIR evaluated potential effects during construction and operation of the proposed project. As explained in the EIS/EIR, a significant impact to Safety and Security would occur if the Regional Connector Transit Corridor Project would:

- Create the potential for increase pedestrian and / or bicycle safety risks
- Create substantial adverse safety conditions, including station, boarding, and disembarking accidents, right-of-way accidents, collisions, fires, and major structural failures
- Substantially limit the delivery of community safety services, such as police, fire, or emergency services, to locations along the proposed alignment
- Create the potential for adverse security conditions, including incidents, offenses, and crimes

As stated in the Final EIS/EIR, implementation of mitigation measure SS-9 during the Final Design phase will reduce operational impacts to a less than significant level.

Impacts

- Potential lack of ADA compliant and safe accessibility between 2nd/Hope Street station and Upper Grand Avenue

Reference. Final EIS/EIR 4.15 pg 4-361 – 4-372.

Mitigation Measures

SS-9: An ADA accessible connection for the 2nd/Hope Street station to Upper Grand Avenue shall be provided. The future Broad Art Foundation Museum, currently under construction, is projected to include a plaza above General Thaddeus Kosciuszko Way connecting to Upper Grand Avenue. In order to provide access from the 2nd/Hope Street station to Upper Grand Avenue, an elevator from the station entrance to the plaza shall be built as part of this alternative if one is not already provided. If the plaza is not built, a pedestrian connection (such as a pedestrian bridge) shall be constructed. The connection shall reduce conflicts between pedestrians and vehicles.

If you have any questions or require additional information, please contact Billy Ho of my staff at (213) 485-5745.

MEM/bh
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