M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 27-28, 2012

Reference No.: 2.2c.(8)
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING FINAL ENVIRONMENTAL IMPACT REPORT FOR THE REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT (RESOLUTION E-12-41)**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Final Environmental Impact Report (FEIR) and Findings of Fact and Statement of Overriding Considerations for the Regional Connector Transit Corridor Project (project) in Los Angeles County and approve project for future consideration of funding?

RECOMMENDATION:

Staff recommends that the Commission accept the FEIR and Findings of Fact and Statement of Overriding Considerations and approve the project for future consideration of funding.

BACKGROUND:

The Los Angeles County Metropolitan Transportation Authority (LACMTA) is the CEQA lead agency for the Regional Connector Transit Corridor Project. The project is located in the city of Los Angeles. The project will construct an approximate two mile light project that will provide a seamless connection with the Metro Gold, Metro Blue, and Metro Exposition light rail transit systems through downtown Los Angeles. The project lies entirely within the city of Los Angeles primarily within the Central City and Central City North Community Plan area.

The project for which the FEIR covers will result in significant unavoidable impacts to transportation, circulation, and air quality. Specifically, the project would adversely affect traffic at the intersection of 4th and Flower Streets and increase emissions of volatile organic compounds (VOC), nitrogen oxides (NOx), and carbon monoxide (CO) during construction. Mitigation measures and/or alternatives to the proposed project that would substantially reduce or avoid these significant unavoidable impacts are infeasible.

The city adopted the FEIR, Findings of Fact and a Statement of Overriding Considerations for the project on April 26, 2012. The city found that there were several benefits that outweigh the unavoidable adverse environmental effects of the project. These benefits include, but are not limited to, improving regional system functionality by maximizing ridership and increasing transit accessibility and connectivity; leveraging investments previously made in the regional rail system to improve system reliability; supporting efforts to improve environmental quality; creating jobs and supporting a sustainable economy; and providing a safe and secure alternative transportation system. The city established a Mitigation Monitoring Program to ensure that the mitigation measures specified for the project are implemented.

On May 3, 2012 the city provided written confirmation that the preferred alternative set forth in the final environmental document is consistent with the project programmed by the Commission. The city also provided written confirmation of its commitment to all of the mitigation measures stipulated in the FEIR and Mitigation Monitoring Program.

The project is estimated to cost $1,366,100. The project is funded with State ($264,400) funds, Local ($367,800) funds, and Federal ($733,900) funds. Construction is estimated to begin in fiscal year 2012/13.

Attachment
- Resolution E-12-41
- Findings of Fact
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
07 – Los Angeles County
Resolution E-12-41

1.1 **WHEREAS,** the Los Angeles County Metropolitan Transportation Authority (LACMTA) has completed a Final Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:

- Regional Connector Transit Corridor Project

1.2 **WHEREAS,** LACMTA has certified that the Final Environmental Impact Report has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

1.3 **WHEREAS,** the project will construct a 1.9 mile Light Rail project with three stations in Los Angeles County; and

1.4 **WHEREAS,** the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final Environmental Impact Report; and

1.5 **WHEREAS,** Findings of Fact made pursuant to CEQA guidelines indicate that specific unavoidable significant impacts related transportation, circulation and air quality make it infeasible to avoid or fully mitigate to a less than significant level the effects associated with the project; and

1.6 **WHEREAS,** LACMTA adopted a Statement of Overriding Considerations for the project; and

1.7 **WHEREAS,** LACMTA adopted a Mitigation Monitoring Program for the project; and

1.8 **WHEREAS,** the above significant effects are acceptable when balanced against the facts as set forth in the Statement of Overriding Considerations.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Final Environmental Impact Report, Findings of Fact, and Statement of Overriding Considerations and approve the above referenced project to allow for future consideration of funding.

Findings of Fact and Statement of Overriding Considerations Pursuant to Sections 15091 and 15093 of the State CEQA Guidelines and Section 21081 of the Public Resources Code

Regional Connector Transit Corridor Project State Clearinghouse No. 2009031043

January 2012

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FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS

1 INTRODUCTION

These Findings have been prepared in accordance with the California Environmental Quality Act ("CEQA") and the CEQA Guidelines (California Code Regulation, Title 14, Section 15000 et seq.). The Los Angeles County Metropolitan Transportation Authority (Metro) is the lead agency for the environmental review of the Project under CEQA and has the principal responsibility for its approval. The Project covered by these findings and relevant CEQA documents is the Regional Connector Transit Corridor project.

2 ORGANIZATION

- Section 3: Contains a brief description of the project goals and objectives.
- Section 4: Contains the statutory requirements of the Findings and a record of proceedings.
- Section 5: Identifies the potentially significant impacts which were determined to be mitigated to a less than significant level.
- Section 6: Identifies the significant impacts that cannot be mitigated to a less than significant level even though all feasible mitigation measures have been identified and incorporated.
- Section 7: Identifies the project's potential environmental impacts that were determined not to be significant or less than significant, and, therefore, no mitigation is required.
- Section 8: Cumulative impacts regarding the project are discussed.
- Section 9: Describes the alternatives analyzed in the evaluation of the project as well as Findings on mitigation measures.
- Section 10: Includes the Metro Board's Statement of Overriding Considerations.

3 PROJECT DESCRIPTION, GOALS, AND OBJECTIVES

The Regional Connector is a Fully Underground Light Rail Transit (LRT) project that would serve communities across the region, allowing greater accessibility to existing transit while also supporting population and employment growth in downtown Los Angeles. The proposed Regional Connector, which is described more fully below, would directly link 7th Street/Metro Center Station (the Metro Blue Line terminus and Metro Expo Line terminus) located at 7th and Figueroa Streets, to the Metro Gold Line near Little Tokyo/Arts District Station at 1st and Alameda Streets. The project would include three new stations downtown and would allow continuous train operations between Long Beach and Montclair and from East Los Angeles and the San Gabriel Valley to Santa Monica without the need to transfer. It would also provide passengers with direct trains into the heart of the business and civic districts, whereas the Metro Gold Line currently passes along the edge of downtown. The purpose of the project is to improve transit travel time and provide more reliable transit service. The project would improve the region's public transit service and mobility by connecting the light rail service of the Metro Gold Line to the Metro Blue Line and the Metro Expo Line (currently under construction). This

link would serve communities across the region, allowing greater accessibility to existing transit while serving population and employment growth in downtown Los Angeles. Thus, the Regional Connector would benefit both riders moving through the downtown area and those whose destination is in the downtown area. The Regional Connector is planned with the goal of improving travel times, reducing transfers, reducing traffic congestion, improving air quality, and creating a sustainable light rail transit system that serves people throughout the region as well as in downtown Los Angeles. The vision is to connect the spokes of the regional system and provide a "one-seat ride" (a trip with no transfers) from Long Beach to Montclair and from East Los Angeles and the San Gabriel Valley to Santa Monica.

Metro applied the following goals and objectives in evaluating potential alternatives for the Regional Connector Transit Corridor project. These goals and objectives reflect Metro's mission to meet public transportation and mobility needs for transit infrastructure while also being a responsible steward of the environment and being considerate of affected agencies and community members when planning a fiscally responsible project.

Transportation goal:

- Improve regional system functionality by maximizing ridership and increasing transit accessibility and connectivity
- Reduce the number of transfers occurring system-wide, particularly at 7th Street/Metro Center Station and Union Station
- Minimize the trip time between the Metro Gold, Blue and future Expo Lines between 7th Street/Metro Center Station and Union Station
- Expand transit coverage of downtown Los Angeles with new high capacity stations
- Improve mobility and accessibility both locally and regionally – Develop an efficient and sustainable level of mobility within Los Angeles County to accommodate planned growth and a livable environment
- Leverage investments previously made in the regional rail system to improve system reliability

Environmental goal:

- Support efforts to improve environmental quality – Develop a project that minimizes adverse environmental impacts while providing environmental benefits, including providing air quality benefits and help the region meet greenhouse gas reduction goals

Land use goal:

- Support community planning efforts – Support the progression of the downtown Los Angeles area as an integrated destination and a dynamic livable area accommodating projected growth in a sustainable manner
- Support adopted land use and transportation plans
- Increase livability through the integration of transit into communities

Implementation goal:

- Provide a safe and secure alternative transportation system – Develop a project that is safe for riders, pedestrians, and drivers while meeting the region's need for security
- Support public involvement and community preservation – Incorporate the public in the planning process and balance the benefits and impacts while preserving communities in the area, such as Little Tokyo, the Arts District, Bunker Hill, Civic Center, and the Historic Core
- Recognize and value the unique and diverse communities in the project area

Financial goal:

- Create jobs and support a sustainable economy
- Provide a cost-effective transportation system – Develop a project that provides sufficient regional benefits to justify the investment
- Achieve a financially feasible project – Develop a project that maximizes opportunity for funding and financing that is financially sustainable

Based on these goals and objectives, Metro considered a range of project alternatives. Metro followed a prescribed process to both identify the alternatives and the issues to be analyzed, including environmental impacts, including seeking input from the public, corridor stakeholders, and other affected parties. An alternatives analysis—based on prior transportation studies within the Regional Connector Corridor—was completed. The analysis of alternatives for the project began in February 2009 when the Transportation System Management and Light Rail Transit (LRT) alternatives were selected by the Metro Board for environmental review and further analysis. Four alternatives were identified for evaluation in the Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR). For a more detailed description of the alternative evaluation process, refer to Chapter 9 of this document. The alternatives provide a reasonable range of possible alternatives, which are potentially feasible and to some degree meet the project goals and objectives described in Chapter 1, Purpose and Need, of the Final Environmental Impact Statement/ Environmental Impact Report (Final EIS/EIR), and above.

The Final EIS/EIR for the Regional Connector Transit Corridor identified the Locally Preferred Alternative (LPA), which is referred to herein as the project or the approved project. The project being approved by Metro in these findings is based upon a revised definition of the project. The environmental analysis in the Final EIS/EIR presents a complete analysis of the revised project. The separate Federal Record of Decision will be based upon the adopted Project Definition.

Proposed LRT alignments that would be constructed as part of the Fully Underground LRT project are:

- Underground double track beneath Flower Street from the existing platform at the 7th Street/Metro Center Station to 3rd Street
- Underground double track curving northeast from the intersection of 3rd and Flower Streets toward 2nd and Hope Streets

- Underground double track beneath the 2nd Street tunnel and 2nd Street from Hope Street to Central Avenue, then to 1st and Alameda Streets

- Underground rail junction beneath the intersection of 1st and Alameda Streets

- Underground double track from the rail junction to the portal located within a widened 1st Street between Vignes and Alameda Streets; then at-grade double track connecting to the existing Metro Gold Line Eastside Extension tracks toward I-605.

- Underground double track from the rail junction running north beneath the proposed Nikkei Development parcel and Temple Street, just east of the existing Little Tokyo/Arts District

- Station, to the new portal in the LADWP maintenance yard site; then at-grade double track rising from the portal on a new ramp structure to connect to the existing Metro Gold Line bridge over the US 101.

Proposed stations that would be constructed as part of the Fully Underground LRT project are:

- Underground station just southwest of the intersection of 2nd and Hope Streets (2nd /Hope Street station)

- Underground station on 2nd Street between Broadway and Spring Streets (2nd /Broadway station)

- Underground station just northeast of the intersection at 2nd Street and Central Avenue (2nd /Central Avenue station). This station may include a small building at ground level on the southwest corner of 1st and Alameda streets to house ventilation fans. This shallow station may potentially be built without a roof or mezzanine, leaving the below-grade platform level exposed

The underground station originally proposed for on Flower Street just north of 5th Street (Flower/5th /4th Street station) as part of this alternative is not part of the approved project. However, the project design would not preclude construction of a station at this location as a future, separate project.

Implementation of the proposed project will result in certain significant environmental impacts, as disclosed and discussed in the Draft and Final EIS/EIR. However, the Los Angeles County Metropolitan Transportation Authority Board (Metro Board) finds that the inclusion of certain mitigation measures as part of project approval will reduce most of those potential significant impacts to a less than significant level. For those impacts that remain significant and unavoidable, even with mitigation, the Metro Board finds that specific economic, legal, social, technological, or other benefits of the project outweigh the unavoidable adverse environmental impacts. As required by CEQA, the Metro Board, in adopting these Findings of Fact and Statement of Overriding Considerations ("Findings"), also adopts a Mitigation Monitoring and Reporting Program (MMRP) for the project. The Metro Board finds that the MMRP, which is incorporated by reference and made a part of these Findings as Attachment E to the Metro Board Letter, meets the requirements of Public Resources Code Section 21081.6 by providing for the implementation and monitoring of measures to mitigate potentially significant impacts of the project.

In accordance with CEQA and the CEQA Guidelines, the Metro Board adopts these Findings as part of the approval of the project. Pursuant to Public Resources Code Section 21082.1(c) (3), and CEQA Guidelines Section 15090, the Metro Board also finds that the Final EIS/EIR reflects the Metro Board's independent judgment and analysis as the lead agency for the Regional Connector Transit Corridor Project, was completed in compliance with CEQA, and was presented to and considered by the Board before it approved the project.

4 STATUTORY REQUIREMENTS

CEQA (Public Resources Code Section 21081), and particularly the CEQA Guidelines (the Guidelines) (14 Cal. Code Regulations, Section 15091) require that:

> *"No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:*
>
> *a. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.*
>
> *b. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.*
>
> *c. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR."*

In short, CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to avoid or mitigate significant environmental impacts that would otherwise occur with implementation of the project. Project mitigation or alternatives are not required, however, where they are infeasible or where the responsibility for modifying the project lies with another agency. (CEQA Guidelines, Section 15091 (a), (b).)

For those significant effects that cannot be mitigated to a less than significant level, the public agency may still approve the project, but is required to find that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment (see, Pub. Res. Code Section 21081(b)). The Guidelines state in Section 15093 that:

"If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered 'acceptable.'"

Record of Proceedings

For purposes of CEQA and the Findings set forth herein, the record of proceedings for the Metro Board's decision on the LRT Build Alternative consists of: (a) matters of common knowledge to the Metro Board, including, but not limited to, federal, state and local laws and regulations and (b) the following documents which are in the custody of the Los Angeles County

Metropolitan Transportation Authority, One Gateway Plaza, Records Management, MS 99-PL-5, Los Angeles, CA 90012:

- Notice of Preparation and other public notices issued by Metro in conjunction with the proposed project;
- The Draft EIS/EIR, dated September 2010;
- The Supplemental Environmental Assessment/Recirculated Sections of the Draft Environmental Impact Report, dated July 22, 2011;
- All staff reports and related documents prepared by Metro with for the project;
- All testimony, documentary evidence, and all correspondence submitted in response to the Notice of Preparation or the Notice of Intent or during scoping or by agencies or members of the public during the public comment period on the Draft EIS/EIR and Supplemental Environmental Assessment/Recirculated Sections of the Draft Environmental Impact Report and responses to those comments (Volumes F-2, F-3, and F-4 of the Final EIS/EIR);
- The Final EIS/EIR dated January 2012 including all appendices thereto and those documents that were incorporated therein by reference;
- The MMRP (Attachment E of the Metro Board Letter);
- All proposed findings, statements of overriding consideration, and resolutions prepared by staff and submitted to the Metro Board in connection with the proposed project, and all documents cited or referred to therein;
- All findings, statements of overriding consideration, and resolutions adopted by the Metro Board in connection with the proposed project, and all documents cited or referred to therein;
- All final technical reports and addenda, studies, memoranda, maps, correspondence, and all planning documents prepared by the Metro Board, Metro staff, or the consultants to each, relating to the project;
- All documents submitted to the Metro Board by agencies or members of the public in connection with development of the proposed project; All actions of the Metro Board with respect to the Regional Connector Transit Corridor; and
- Any other materials required to be in the record of proceedings by Public Resources Code Section 21167.6, subdivision (e).

5 ENVIRONMENTAL IMPACTS FOUND LESS THAN SIGNIFICANT WITH IMPLEMENTATION OF MITIGATION MEASURES

Below are the determinations of the Metro Board regarding the environmental impacts, significant impacts, and corresponding mitigation measures of the Regional Connector Transit Corridor Project organized by topic area. These determinations or Findings address the impacts of the project (refer to Section A.3 in this document for descriptions of these elements).

This section is arranged by topic area consistent with the format in the Final EIS/EIR. Unless otherwise stated, the narrative of the impact applies to the project. Each impact discussion is followed by numbered mitigation measures. Determination of Findings by the Metro Board follows the list of mitigation measures for each impact described.

5.1 Transportation

The Transportation Impacts of the project were evaluated in Chapters 3 and 4.18 of the Draft EIS/EIR, in Chapter 10 of the Supplemental EA/Recirculated Draft EIR, and in Chapters 3, 4.18, and 10 of the Final EIS/EIR. For the Regional Connector Transit Corridor Project, evaluation of potential transportation impacts included consideration transit, traffic circulation, parking, pedestrians, and bicycles during both construction and operations.

Some parking related impacts were observed to be significant but mitigable. The EIS/EIR evaluated impacts related to:

- The availability of parking within one-half mile walking distance; and
- The availability of loading zones in relation to the location of commercial enterprises.

Impact.

- Street parking would need to be temporarily removed during construction.

Reference. Final EIS/EIR 3.3.5 pg 3-50 – 3-55.

Mitigation Measures.

To mitigate the impacts of street parking needing to be temporarily removed during construction:

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.

DR-4 Metro shall work with the City to develop a parking mitigation program to mitigate the loss of public parking spaces during construction. This would include, but is not limited to, restriping the existing street to allow for diagonal parking, reducing the number of restricted parking areas, phasing construction activities in a way that minimizes parking disruption, and increasing the time limits for on-street parking. Restriping would occur on portions of Temple Street, Alameda Street, 1st Street, 2nd Street, Central Avenue, San Pedro Street, Judge John Aiso Street, 3rd Street, and Traction Avenue. Such parking mitigation shall be implemented on a temporary, tiered basis pending findings of the annual parking analysis described in EJ-11 in the MMRP for the project, Chapter 8, of the Final EIS/EIR.

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

Finding. The Board hereby adopts and incorporates these mitigation measures as part of the approved project. As a result, changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant impact. (CEQA Guidelines section 15091, subdivision (a)(1).)

Mitigation measures TR-3, DR-4, and DR-5 will be enforced by Metro as described in the MMRP. Parking impacts would be due to temporary closure of lanes on Flower Street and Hope Street in the vicinity of General Thaddeus Kosciuszko Way. Existing on-street parking spaces and loading stalls would be temporarily removed, impacting parking spaces and loading areas on the east and west sides of Flower Street. In addition, the realigned intersection of Hope Street in the vicinity of General Thaddeus Kosciuszko Way may temporarily remove several parking spaces along both the east and west sides of the roadway segment. The proposed Alameda Street portal north of Temple Street may require loading areas to be displaced for extended times during construction. Potential impacts to available parking during construction of the project would result in an adverse impact only in the Little Tokyo community portion of the alignment; however, even within Little Tokyo the potential impact would be less than significant after implementation of mitigation measures. For this reason, the Metro Board finds that this temporary impact to parking would be reduced to a less than significant level.

5.2 Displacement and Relocation of Existing Uses

The Displacement and Relocation Impacts of the project were evaluated in Sections 4.2 and 4.18 of the Draft EIS/EIR, in Chapter 10 of the Supplemental EA/Recirculated Draft EIR, and 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.

Impact. 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.

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

Mitigation Measures.

DR-1 For parcels in which parking is displaced by the project, Metro shall provide replacement parking elsewhere on the parcel or on a nearby parcel during construction.

DR-2 In using parcel APN 5151014032 for construction staging, Metro shall maintain access to the Central Plant located on that parcel at all times during construction.

DR-3 Upon completion of construction, property needed for construction but not required to maintain the physical infrastructure or necessary for access shall be included in the Metro Joint Development Program for possible development. Any development shall be environmentally and separately cleared from this project and shall undergo its own community input process. Until a development is approved, the remaining underutilized property may be used for public parking spaces or at the very least shall be graded and fenced to a higher standard that reflects the community's identity and character more than typical gravel and chain link. Per Metro's Joint Development Policy, the community shall be included in the development process.

DR-4 Metro shall work with the City to develop a parking mitigation program to mitigate the loss of public parking spaces during construction. This would include, but is not limited to, restriping the existing street to allow for diagonal parking, reducing the number of restricted parking areas, phasing construction activities in a way that minimizes parking disruption, and increasing the time limits for on-street parking. Restriping would occur on portions of Temple Street, Alameda Street, 1st Street, 2nd Street, Central Avenue, San Pedro Street, Judge John Aiso Street, 3rd Street, and Traction Avenue. Such parking mitigation shall be implemented on a temporary, tiered basis pending findings of the annual parking analysis described in EJ-11 in the MMRP for the project, Chapter 8, of the Final EIS/EIR.

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

EJ-11 Prior to construction, Metro shall conduct an annual parking needs assessment in Little Tokyo. Metro shall provide replacement parking for spaces lost as a result of the project as described in EJ-3 and to respond to the needs identified in the parking needs assessment. Metro shall work with Little Tokyo and surrounding communities to educate visitors and residents where parking is available during construction. Metro shall monitor parking, and the parking analysis shall be conducted on an annual basis throughout the duration of construction. This effort shall include new signage and other wayfinding features as appropriate.

EJ-2 Any unmet demand for parking spaces eliminated in Little Tokyo during construction shall be temporarily replaced within one block of the land uses that rely on those spaces, or through a combination of:

DR-4 Metro shall work with the City of Los Angeles to develop a parking mitigation program, as described above.

EJ-3 Metro shall provide two acres of land on the Mangrove property (northeast of 1st and Alameda Streets) for the purposes of providing alternative parking services during construction, which could include satellite parking served by shuttle buses, valet parking from vehicle pick-up/drop-off in the central business areas of Little Tokyo, and standard self-parking. The number of spaces provided would range from 200 standard spaces to approximately 300 spaces when supplemental parking services are operating. Any parking services shall be operated by a licensed/bonded parking company and shall be selected through a competitive request for proposal process. Cost to park shall

be comparable with current cost to park. This shall offset the temporary loss of parking available to patrons of Little Tokyo businesses, and other visitors, during construction.

EJ-4 Metro shall provide notices of traffic control plans and parking relocations on its website, smart phone apps, and other modes typically used to communicate service announcements.

EJ-5 Metro shall support efforts to curb non-legitimate use of disabled parking spaces.

EJ-6 Metro shall work with the Los Angeles Department of Transportation (LADOT), owners of private parking lots, and businesses to develop an advanced parking reservation system at cooperative and suitable locations during construction.

EJ-7 Metro shall work with LADOT to open city parking lots for short-term use on evenings and weekends during construction in the vicinity of Little Tokyo.

EJ-8 Metro shall work with the City of Los Angeles to reduce impacts of government vehicles parking on 2nd Street during construction, such as identification of alternate parking areas.

EJ-9 Metro shall work with the City of Los Angeles and the Little Tokyo Business Improvement District to facilitate creation of financial incentives such as parking validation programs to prioritize parking for Little Tokyo customers, residents, and businesses during construction.

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.

DR-6 Metro shall maintain access to the Little Tokyo Library and other community facilities at all times 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.

DR-8 Metro shall provide relocation assistance and compensation as required by the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

DR-9 Metro shall consult the Los Angeles Department of Water and Power during the design phase to accommodate its operational needs during construction and operation of the project.

Finding. The Board hereby adopts and incorporates these mitigation measures as part of the approved project. As a result, changes alterations have been required in, or incorporated into, the project which mitigate or avoid the significant impacts. (CEQA Guidelines section 15091, subdivision (a)(1).)

Mitigation measures as presented above will be enforced by Metro as described in the MMRP. These measures would reduce displacement impacts to a less than significant level. The Uniform Relocation Act was created to provide displaced businesses and property owners fair compensation for displaced businesses and/or property owners. Implementation of mitigation measures would ensure that property acquisition, relocation assistance, and compensation would be provided and impacts would remain less than significant. The Metro Board finds that providing compensation and relocation assistance would further mitigate the impacts of property acquisition and impacts from displacement and relocation would remain less than significant.

Metro will use portions of APN 5151014032 for construction staging. The proposed staging will take place on areas primarily used for parking at present. The parcel is also used as Central Plant, which is a heating and ventilation plant for some buildings in Bunker Hill. This use of the property will not be affected expect that parking and the current access point will be affected. As mitigation, Metro will provide replacement parking would be provided at the parcel or a nearby parcel. In addition, access to the Central Plant would be maintained at all times during construction.

5.3 Communities and Neighborhood Impacts

The Communities and Neighborhood Impacts of the project were evaluated in Sections 4.3 and 4.18 of the Draft EIS/EIR, in Chapter 10 of the Supplemental EA/Recirculated Draft EIR, and 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

Impact.

- 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 - 4-67

Mitigation Measures.

CN-1 Accessible detours shall be provided whenever possible. Detours shall be compliant with the Americans with Disabilities Act (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 Department of Transportation 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 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 Regional Connector Community Leadership Council in developing the construction mitigation plan. The Regional Connector Community Leadership Council shall consist of representatives from all parts of the alignment area. Metro shall work with the Regional Connector Community Leadership Council in developing the outreach plan.

DR-4 Metro shall work with the City to develop a parking mitigation program to mitigate the loss of public parking spaces during construction. This would include, but is not limited to, restriping the existing street to allow for diagonal parking, reducing the number of restricted parking areas, phasing construction activities in a way that minimizes parking disruption, and increasing the time limits for on-street parking. Restriping would occur on portions of Temple Street, Alameda Street, 1st Street, 2nd Street, Central Avenue, San Pedro Street, Judge John Aiso Street, 3rd Street, and Traction Avenue. Such parking mitigation shall be implemented on a temporary, tiered basis pending findings of the annual parking analysis described in EJ-11 in the MMRP for the project, Chapter 8, of the Final EIS/EIR.

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

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-8 Metro shall implement urban design improvements in the form of an "Arts District Path" linking the Arts District to the 1st/Central Avenue station. Metro shall invite Southern California Institute of Architecture and other local students to participate in the path's design. The path shall include sidewalk enhancements, design elements, way finding signage, and crosswalk improvements. The design of the station shall enhance pedestrian circulation.

CN-9 Design of the 1st/Central Avenue station shall encourage connections and pedestrian travel to the Japanese Village Plaza, Los Angeles Hompa Hongwanji Temple, the Japanese American National Museum, and businesses south of 2nd Street.

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.

Finding. The Board hereby adopts and incorporates these mitigation measures as part of the approved project. As a result, changes alterations have been required in, or incorporated into, the project which mitigate or avoid the significant impacts. (CEQA Guidelines section 15091, subdivision (a)(1).)

Mitigation measures presented above will be enforced by Metro as described in the MMRP. Implementation of mitigation measures would ensure that disruptions to traffic patterns and access to residences and businesses would be minimal, construction sites would be secure, the Arts District and Little Tokyo identities would be incorporated into the 1st/Central Avenue station,

and utility interruption would be minimal. For the reasons stated above, the Metro Board finds that impacts related to community facilities would be reduced to less than significant.

5.4 Air Quality (Construction)

The Air Quality Impacts of the project were evaluated in Sections 4.5 and 4.18 of the Draft EIS/EIR, in Chapter 10 of the Supplemental EA/Recirculated Draft EIR, and in Sections 4.5 and 4.18 and Chapter 10 of the Final EIS/EIR. 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 thresholds established in the Localized Significance Threshold Guidelines (July 2008).

Impact. NOx, PM_{10}, and $PM_{2.5}$ emissions would be greater than maximum allowable levels during several construction phases.

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 standards for off-road engine emissions. 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 South Coast Air Quality Management District standards for dust emissions such as South Coast Air Quality Management District 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 Dirt from construction equipment shall not extend 25 feet or more from an active operation, and shall be removed at the conclusion of each workday. 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 the South Coast Air Quality Management District 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).

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

AQ-9 To control fugitive dust, especially during high wind situations, Metro shall require the contractor to implement the following provisions, consistent with the requirements of South Coast Air Quality Management District Rule 403, as they apply to each of the construction activities identified below:

When wind gusts exceed 25 MPH, in areas where earth-moving activities are occuring:

- (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 expected to exceed 25 MPH; 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 USEPA 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 the South Coast Air Quality Management District.

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 the Los Angeles Department of Water and Power 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, which would reduce emissions generated from construction vehicles. 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 Environmental Protection Agency 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 as needed.

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 and Metro's Sustainability Implementation Plan).

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 exceedence of federal CO/CO_2 standards.

Finding. The Board hereby adopts and incorporates these mitigation measures as part of the approved project. As a result, changes alterations have been required in, or incorporated into, the project which mitigate or avoid the significant impacts. (CEQA Guidelines section 15091, subdivision (a)(1).)

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 presented above 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, the Metro Board finds that impacts related to localized significance thresholds would be reduced to less than significant.

5.5 Noise and Vibration

The Noise Impacts of the project were evaluated in Sections 4.7 and 4.18 of the Draft EIS/EIR, in Section 4.7 and Chapter 10 of the Supplemental EA/Recirculated Draft EIR, and 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

Impact.

- 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.

CR/B-2 During preliminary engineering and final design of the project, a more detailed survey of historic properties and/or historical resources within 21 feet of vibration producing construction activity shall be conducted to confirm the building category, and to provide a baseline for monitoring of ground-borne vibration and the potential for ground-borne vibration to cause damage. The survey shall also be used to establish baseline, pre-construction conditions for historic properties and historical resources. Also during preliminary engineering and final design of the project, additional subsurface (geotechnical) investigations shall be undertaken to further evaluate soil, groundwater, seismic, and environmental conditions along the alignment. The analysis shall assist in the selection and development of appropriate support mechanisms for cut and cover construction areas and any sequential excavation method (mining) construction areas, in accordance with industry standards and the Building Code. The subsurface investigation shall also identify areas that could experience differential settlement as a result of using a tunnel boring machine in close proximity to historic properties and/or historical resources. An architectural historian or historical architect who meets the Secretary of Interior's Professional Qualification Standards shall provide input and review of design contract documents prior to implementation of the mitigation measures.

NV-1 The mitigation measure above shall also apply to sensitive, non-historic structures (Category I, II, III, IV buildings as defined in Table 4.7-4 of the Final EIS/EIR) located within 21 feet of vibration producing construction activity. However, design contract documents shall not require input or review by an architectural historian or historical architect under this mitigation measure.

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 Final EIS/EIR 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 Final EIS/EIR Table 4.7-4), structural condition of the building, and to provide a baseline for monitoring of ground-borne vibration and measuring the potential for ground-borne vibration 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-18 Construction of the project, in the vicinity of the Walt Disney Concert Hall, shall be done in accordance with the Memorandum of Agreement between FTA and the State Historic Preservation Officer, which includes stipulations that outline the specific requirements for consultation and decision-making between the lead federal agency and consulting parties, specify the level of Historic American Building Survey/Historic American Engineering Record recordation, and outline specific requirements for pre- and post-construction surveys, geotechnical investigations, building protection measures, and TBM specifications (for the Walt Disney Concert Hall only).

Tunnel Boring Machine

NV-19 Maintenance and Operation: The construction contractor shall minimize vibration from jacking or pressing operations (if applicable, the action could be smoothed out to avoid a sharp push), and maintain machinery in good working order.

NV-20 Coordination and Notification: There would be times when the Main Auditorium of the Walt Disney Concert Hall is vacant or not used for a noise-sensitive activity, thereby eliminating any noise impact from tunnel boring machine. Similarly, there would be times at the Los Angeles Philharmonic Association Conference Room (and offices) of the Walt Disney Concert Hall and at the recording/performance halls of the Colburn

School when activities are not particularly noise-sensitive. Metro shall coordinate closely with the Walt Disney Concert Hall, the Colburn School, and the Broad Art Foundation Museum, which is currently under construction, to ensure that the noise-generating parts of tunnel boring machine operations shall be conducted to avoid noise-sensitive periods.

Delivery Train

NV-21 Speed: Delivery train speed shall be limited to 5 MPH in the vicinity of the Walt Disney Concert Hall, the Colburn School, and the Broad Art Foundation Museum, currently under construction, which would reduce the ground-borne noise to the lower range, or 5 dBA from the maximum range.

NV-22 Resilient Mat: A resilient system to support and fasten the delivery train tracks shall be used during construction, which would reduce GBN levels by at least 4 dBA.

- Such as system shall include a) resilient mat under the tracks and b) a resilient grommet or bushing under the heads of any track fasteners (assuming some kind of anchor or bolt system). The hardness of the resilient mat shall be in the 40 to 50 durometer range, and be about one to two inches thick, depending on how heavily loaded the cars would be. The contractor shall select the mat thickness so that the rail does not bottom out during a car pass-by.

NV-23 Conveyor: The delivery train shall be replaced with a conveyor system to transport materials in the tunnel if ground-borne noise exceeds the FTA annoyance criteria at the Walt Disney Concert Hall, the Colburn School, or the Broad Art Foundation Museum, which is currently under construction.

NV-24 Coordination and Notification: There would be times when the Main Auditorium and Choral Hall of the Walt Disney Concert Hall and the recording/performance halls of the Colburn School are vacant or not used for noise-sensitive activities, thereby eliminating any noise impact from the delivery train. Metro shall coordinate closely with the Walt Disney Concert Hall, the Colburn School, and the Broad Art Foundation Museum, which is currently under construction, to ensure that the delivery train pass-bys would be conducted to avoid noise-sensitive periods.

NV-25 Metro shall provide advance notice and coordinate with the affected property owners (of the Hikari Lofts, office uses in the Japanese Village Plaza, and the Nakamura Tetsujiro Building) regarding schedules for tunneling and other activities prior to the commencement of those activities.

NV-26 Metro shall provide advanced notification and coordination by doing the following.

- Metro shall establish a Construction Community Relation Program to inform and coordinate construction activities including notification to all occupants at the Hikari Lofts, the interior designer office at the Japanese Village Plaza, and the Nakamura Tetsujiro Building about the schedule of tunneling activities at least one month prior to the start of the activities.

- Metro shall monitor ground-borne noise and ground-noise vibration levels in the in the building adjacent to tunnel boring machine activity during its operation in that area.

- During the few days the tunnel boring machine will be operating in this area, should ground-borne noise or ground-borne vibration measurements exceed FTA annoyance criteria for short-term impacts during construction, Metro shall offer to temporarily relocate affected residents.

NV-27 In the vicinity of the Walt Disney Concert Hall and the Colburn School, Metro shall implement resiliently supported fasteners, isolated slab track, or other appropriate measures as needed to eliminate impacts and to reduce ground-borne noise below FTA annoyance criteria.

NV-28 In the vicinity of the Hikari Lofts and Nakamura Tetsujiro Building, Metro shall conduct engineering studies during final design to verify initial estimates of ground-borne noise and shall implement high compliance resilient fasteners, floating slab trackbed, or other appropriate measures as needed to eliminate impacts and to reduce ground-borne noise below FTA annoyance criteria.

NV-29 In the vicinity of the offices at Japanese Village Plaza and the Broad Art Foundation Museum, currently under construction, Metro shall conduct engineering studies during final design to verify initial estimates of ground-borne noise and shall implement high compliance resilient fasteners or other appropriate measures as needed to eliminate impacts and reduce ground-borne noise below FTA annoyance criteria.

Finding. The Board hereby adopts and incorporates these mitigation measures as part of the approved project. As a result, changes alterations have been required in, or incorporated into, the project which mitigate or avoid the significant impacts. (CEQA Guidelines section 15091, subdivision (a)(1).)

Mitigation measures CR/B-2, NV-1 through NV-12, and NV-18 through NV-29 will be enforced by Metro as described in the MMRP. Mitigation measures NV-1, CR/B-2, and NV-2 will reduce the potential for vibration damage to sensitive or historic buildings within 21 feet of construction. Mitigation measures NV-3 through NV-12 will further reduce annoyance to sensitive land uses caused by ground-borne vibration. Mitigation measures NV-18 through NV-24 will reduce the potential annoyance to the Walk Disney Concert Hall, the Colburn School, and the Broad Art Foundation Museum, which is currently under construction, caused by ground-borne noise associated with construction of the project. Mitigation measures NV-25 and NV-26 will reduce the potential annoyance to the Hikari Lofts, office uses in the Japanese Village Plaza, and the Nakamura Tetsujiro Building caused by ground-borne vibration and/or ground-borne noise associated with construction of the project. Mitigation measures NV-27 through NV-29 will reduce potential ground-borne noise impacts at the Walt Disney Concert Hall, Hikari Lofts, office uses in the Japanese Village Plaza, the Nakamura Tetsujiro Building, and the Broad Art Foundation Museum, currently under construction due to light rail transit vehicle pass-bys associated with the project. For these reasons, the Metro Board finds that impacts related to noise and vibration would be reduced to less than significant.

5.6 Ecosystems and Biological Resources

The Ecosystems and Biological Resources Impacts of the project were evaluated in Sections 4.8 and 4.18 of the Draft EIS/EIR, in Chapter 10 of the Supplemental EA/Recirculated Draft EIR, and 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.

Impact.

- The project would 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.

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

Mitigation Measures.

EB-1 The construction contractor shall minimize disturbance to trees through avoidance or fencing.

EB-2 If disturbance is unavoidable, the construction contractor shall trim individual trees instead of removing them completely where feasible to reduce the scale of disturbance.

EB-3 The construction contractor shall replant or replace disturbed or removed trees as soon as practicable.

EB-4 The construction contractor shall schedule necessary tree removal and trimming activities that would affect bird nesting outside of the bird breeding season, which can extend from February 1 to August 31.

EB-5 If it is not feasible to avoid tree removal and trimming related to construction during the breeding bird season from February 1 to August 31, breeding bird surveys shall be conducted as recommended by the California Department of Fish and Game. A qualified biologist shall conduct two biological surveys, one 15 days prior and a second 72 hours prior to construction activities that would remove or disturb suitable nesting

habitat. The biologist shall prepare survey reports documenting the presence or absence of active nests of any protected native bird (as identified in the Migratory Bird Treaty Act) in the habitat to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors).

EB-6 If an active native bird species nest is located, construction within 300 feet of the nest (500 feet for raptor nests) shall be postponed or modified in consultation with the qualified biologist until the nest is vacated, juveniles have fledged, and there is no evidence of a second attempt at nesting.

EB-7 After detailed engineering and design plans are prepared, a tree survey shall be conducted by a qualified arborist to identify native trees that could be affected by project construction. If construction of the project requires removal of any of the native trees located along the proposed alignment and stations for the approved project, the following mitigation measure shall be applied: 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. Tree replacement shall comply with the ordinance and the terms of the removal permit. If construction would require pruning of any protected native tree, the pruning shall be performed in a manner that does not cause permanent damage or adversely affect the health of the trees.

EJ-30 New trees planted at station locations shall be regularly monitored by Metro to ensure healthy growth and development. Metro shall replace trees as close as possible to original locations.

Finding. The Board hereby adopts and incorporates these mitigation measures as part of the approved project. As a result, changes alterations have been required in, or incorporated into, the project which mitigate or avoid the significant impacts. (CEQA Guidelines section 15091, subdivision (a)(1).) Mitigation measures EB-1 through EB-7 and EJ-30 will be enforced by Metro as described in the MMRP. Mitigation measures EB-1 through EB-7 and EJ-30 will reduce the number of trees potentially removed or permanently displaced during construction of the project and also reduce the potential of affecting the habitat and bird species present. For this reason, the Metro Board finds that impacts related to the loss of vegetation and nesting birds would be reduced to less than significant. Additionally, it bears mentioning that station landscaping and urban design along the entire alignment would include planting new trees. Therefore, after mitigation, the project could result in a net increase in total tree inventory.

5.7 Geotechnical/Subsurface/Seismic/Hazardous Materials

The Geotechnical/Subsurface/Seismic/Hazardous Materials impacts of the project were evaluated in Sections 4.9 and 4.18 of the Draft EIS/EIR, in Chapter 10 of the Supplemental EA/Recirculated Draft EIR, and in Sections 4.9 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, the Regional Connector Transit Corridor Project would have a significant impact if it would:

- Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault,
- Strong seismic ground shaking,

- Seismic-related ground failure, including liquefaction,
- Landslides,
- Result in substantial soil erosion or the loss of topsoil,
- Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse,
- Location on expansive soil, creating substantial risks to life or property,
- Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state,
- Release or transport of hazardous materials, or
- Interference with an adopted emergency response or evacuation plan.

Impact.

- 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.

GT-1 While engineering designs are being finalized, but before any construction, a survey of structures within the anticipated zone of construction influence shall be conducted in order to establish baseline conditions. A geotechnical instrumentation and settlement monitoring plan and mitigation measures shall be developed and adhered to during construction to ensure appropriate measures are taken to address any construction-

induced movement. If assessments indicate the necessity to proactively protect nearby structures, additional support for the structures by underpinning or other ground improvement techniques shall be required prior to the underground construction. Metro shall require the construction contractor to limit movement to less than acceptable threshold values for vertical, horizontal, and angular deformation as a performance standard. These acceptable threshold values shall be established such that the risk of damage to buildings and utilities will be negligible to very slight. For buildings, these threshold values will be based on the relationship of building damage to angular distortion and horizontal strain consistent with Boscardin and Cording (1989) and qualitative factors including but not limited to the type of structure and its existing condition. For utility mains, these threshold values shall be those established by the utility owners. Additional data and survey information shall be gathered during final design for each building and utility main to enable assessment of the tolerance of potentially affected structures and utilities. Additional engineering and design level geotechnical studies shall be performed to define the nature of the soils and to refine the means of achieving each performance specification.

GT-2 Ground improvement such as grouting or other methods shall be required to fill voids where appropriate and offset potential settlement when excess material has been removed during excavation. The criteria for implementing grouting or ground improvement measures shall be based on the analysis described in the above mitigation measure.

GT-3 The tunnel alignment shall be grouted in advance to provide adequate soil support and minimize settlement as geotechnical conditions require.

GT-4 Settlement along the project alignment shall be monitored using a series of measuring devices above the route of the alignment. Leveling surveys shall be conducted prior to tunneling to monitor for possible ground movements.

GT-5 Tunnel construction monitoring requirements shall be described and defined in design contract documents. Additional geotechnical provisions shall be included to the extent feasible, including use of an Earth Pressure Balance or Slurry Tunnel Boring Machine for tunnel construction to minimize ground loss. During tunnel construction, the soils encountered shall be monitored relative to anticipated soil conditions as described in a Geotechnical Baseline Report.

CR/B-2 During preliminary engineering and final design of the project, a more detailed survey of historic properties and/or historical resources within 21 feet of vibration producing construction activity shall be conducted to confirm the building category, and to provide a baseline for monitoring of ground-borne vibration and the potential for GBV to cause damage. The survey shall also be used to establish baseline, pre-construction conditions for historic properties and historical resources. During preliminary engineering and final design of the project, additional subsurface (geotechnical) investigations shall be undertaken to further evaluate soil, groundwater, seismic, and environmental conditions along the alignment. The analysis shall assist in the selection and development of appropriate support mechanisms for cut and cover construction areas and any sequential excavation method (mining) construction areas in accordance with industry standards and the Building Code. The subsurface investigation shall also identify areas that could experience differential settlement as a result of using a tunnel boring machine in close proximity to historic properties and/or

historical resources. An architectural historian or historical architect who meets the Secretary of Interior's Professional Qualification Standards shall provide input and review of design contract documents prior to implementation of the mitigation measures.

GT-6 Once a specific alignment is selected, and detailed engineering plans are being prepared, a Contaminated Soil/Groundwater Management Plan shall be implemented during construction to establish procedures to follow if contamination is encountered in order to minimize associated risks to assure that applicable statutory and regulatory standards and requirements are satisfied. The plan shall be prepared during the final design phase of the project, and the construction contractor shall be held to the level of performance specified in the plan. The plan shall include procedures for the implementation of the following mitigation measures.

GT-7 Appropriate regulatory agencies, identified in the Contaminated Soil/Groundwater Management Plan, shall be contacted if contaminated soil or groundwater is encountered.

GT-8 Sampling and analysis of soil and/or groundwater known or suspected to be impacted by hazardous materials shall be conducted in accordance with the procedures detailed in the Contaminated Soil/Groundwater Management Plan.

GT-9 Procedures for the legal and proper handling, storage, treatment, transport, and disposal of contaminated soil and/or groundwater shall be delineated and conducted in consultation with regulatory agencies and in accordance with established statutory and regulatory requirements explained with specificity in the in the Contaminated Soil/Groundwater Management Plan.

GT-10 Dust control measures such as soil wetting, wind screens, etc. shall be implemented for contaminated soil.

GT-11 Groundwater collection, treatment, and discharge shall be performed according to applicable standards and procedures.

GT-12 Worker Health and Safety Plan shall be implemented prior to the start of construction activities. All workers shall be required to review the plan, receive training if necessary, and sign the plan prior to starting work. The plan shall identify properties of concern, the nature and extent of contaminants that could be encountered during excavation activities, appropriate health and environmental protection procedures and equipment, emergency response procedures including the most direct route to a hospital, contact information for the Site Safety Officer.

GT-13 Impermeable grout and other appropriate measures shall be used where necessary to fill gaps between the tunnels and the surrounding earth to address the potential for creation of a preferential pathway and resulting spread of existing contaminated groundwater.

GT-14 Testing for subsurface gases particularly methane shall be conducted before and during construction along all portions of the underground alignment.

GT-15 Construction of the project shall be consistent with the City of Los Angeles Methane Mitigation Standards, established in accordance with City of Los Angeles Ordinance No. 175790 and No. 180619, which provide detailed installation procedures, design parameters, and test protocols for the methane gas mitigation system as well as methods to control methane intrusion emanating from geologic formations.

GT-16 Specialized excavation methods and equipment shall be implemented to protect workers and the public from exposure to toxic gases and prevent explosions. For instance, pressurized closed-face tunnel boring machines and other equipment outfitted with ventilation systems would be used, as needed, to excavate the tunnels associated with the project, including Slurry Face Machines and Earth Pressure Balance Machines. During tunneling, the volume of gas (or water containing dissolved gas) released from the soil is confined to the excavated material chamber of the tunnel boring machine because of the closed-face and gas-tight lining that is installed immediately behind the tunnel boring machine. The project shall also be consistent with the City's Methane Mitigation Standards, which include provisions to protect workers and the public.

GT-17 Prior to building demolition, surveys of asbestos containing materials and lead-based paint shall be conducted. If necessary, destructive sampling shall be used. All asbestos containing materials and lead-based paint shall be removed or otherwise abated prior to demolition in accordance with all applicable laws and regulations.

GT-18 The construction contractor shall be required to implement best management practices for handling hazardous materials in compliance with existing regulations. These shall include requirements for proper use, storage, and disposal of chemical products and hazardous materials used in construction; spill control and countermeasures, including employee spill prevention/response training; vehicle fueling procedures to avoid overtopping construction equipment fuel tanks; procedures for routine maintenance of construction equipment, including the proper containment and removal of grease and oils; procedures for the proper disposal of discarded containers of fuels and other chemicals.

GT-19 Structures within methane zones and buffer zones shall be consistent with municipal code requirements for gas concentration/pressure testing on a specified frequency and, based on the results, appropriate mitigation measures or controls to be included in the design. These measures may include the use of gas-impermeable liners and venting to reduce or eliminate gas intrusion into stations and along the length of the underground segments.

GT-20 Prior to the onset of demolition and construction, Metro shall develop and implement an Environmental Site Assessment program in accordance with appropriate laws and regulations to assess the potential for hazardous materials that may be encountered during construction.

GT-21 Prior to the onset of demolition and construction, Metro shall develop and implement plans for pre-demolition and demolition abatement of hazardous building materials (i.e., asbestos, lead-based paint, polychlorinated biphenyl-light ballasts) in accordance with appropriate laws and regulations such as the Toxic Substances Control Act.

Finding. The Board hereby adopts and incorporates these mitigation measures as part of the approved project. As a result, changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant impacts. (CEQA Guidelines section 15091, subdivision (a)(1).)

Mitigation measures GT-1 through GT-21 and CR/B-2 will be enforced by Metro as described in the MMRP. The approved project would have potentially significant impacts associated with liquefaction, seismically induced settlement, ground loss due to tunneling, and hazardous materials during construction and operation. The project does not cross any known fault. However, there is the potential for liquefaction in portions of the proposed alignment along Flower Street between Wilshire Boulevard and 2nd Street, and along 2nd Street between Hill and San Pedro Streets. In addition, the northwest portion of the project area (east of the US 101/SR 110 interchange) is within the Hillside Ordinance area, where there is a potential for landslides. Mitigation measures GT-1 through GT-21 and CR/B-2 would assure that these potentially significant impacts are reduced to a level of less than significant. The potential for landslide hazards to affect the site is considered low because the proposed 2nd/Hope Street station would be embedded below-grade and located predominately in bedrock. However, temporary slope stability during station construction would be evaluated and shoring would be designed to incorporate slope conditions as appropriate.

Lead may be present in surface soils along the proposed alignment from historical emissions of leaded fuel from vehicles, and polychlorinated biphenyls may exist in surface or subsurface soils from leaking transformers located above- or below-grade along the alignment. Since most soil along the proposed alignment is covered by asphalt or concrete, exposure to these hazardous materials is unlikely. During construction, release of these hazardous materials in contaminated soil and/or groundwater could result in exposure to workers, the public, and sensitive receptors, such as schools within 0.25 mile. Implementation of best management practices would ensure that potential direct impacts from an accidental release of hazardous materials would be less than significant. Additionally, the adoption of Mitigation measures GT-1 through GT-21 and CR/B-2, especially GT-6 through GT-21, will further insure that hazardous materials would not be accidentally released or otherwise be exposed to workers, the public, and sensitive receptors.

Excavation within these zones may encounter naturally occurring hydrocarbon gases, including hydrogen sulfide and methane. These gases can seep into tunnels and other excavations through soil and also through discontinuities (fractures, faults, etc.) in bedrock. Therefore, construction of the project would require consistency with the City's Methane Mitigation Standards. Mitigation requirements are determined according to the actual methane levels and pressures detected on a site. Mitigation measures GT-1 through GT-21 and CR/B-2, especially GT-13 through GT-16, require this and other actions to reduce impacts due to naturally occurring hydrocarbon in the area. The mitigation requirements of these provisions—as applied to any particular location—will be determined according to the actual methane levels and pressures detected on a site. Mitigation measures could include both active and passive ventilation systems to ensure exchange of air, gas barriers (membranes around basements and foundations), and sensors in interior spaces to monitor the presence of gas and its pressure.

Construction of the project would require demolition of buildings located on the northern portion of the block bounded by 1st, 2nd, Alameda Streets, and Central Avenue. There is potential for release of hazardous materials including asbestos fibers and lead-based paint particles associated with demolition of these buildings, which could result in a potential impact. Mitigation

measure GT-21, in particular, would reduce this potential direct impact to a less than significant level.

During long-term operation of the project, there is the potential for the below-grade portions of the alignment to act as a preferential pathway for existing groundwater contamination to move to areas distant from the project. Mitigation measures GT-1 through GT-21 and CR/B-2, especially GT-13, will minimize this possibility and reduce this potential impact to a less than significant level.

Indirect impacts could occur from the accidental release of hazardous materials during the transport of soil or other media contaminated with hazardous materials to a disposal facility located away from the project area during construction. Mitigation measures GT-1 through GT-21 and CR/B-2, especially GT-6 through GT-12, GT-17, GT-18, GT-20, and GT-2,1 will minimize this possibility and reduce this potential impact to a less than significant level.

For the reasons stated above, the Metro Board finds that impacts related to geotechnical/subsurface/seismic/hazardous materials would be reduced to less than significant with the mitigation adopted and incorporated into the project.

5.8 Water Resources (Water Quality - Construction)

The Water Resources impacts of the project were evaluated in Sections 4.10 and 4.18 of the Draft EIS/EIR, in Chapter 10 of the Supplemental EA/Recirculated Draft EIR, and 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

Impact.

- 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.

WR-1 An erosion control plan shall be prepared prior to construction and shall specify procedures for implementing the following mitigation measures:

WR-2 Natural drainage, detention ponds, sediment ponds, or infiltration pits shall be used to allow runoff to collect and reduce or prevent erosion.

WR-3 Barriers shall be used to direct and slow the rate of runoff and to filter out large-sized sediments.

WR-4 Down-drains or chutes shall be used to carry runoff from the top of a slope to the bottom.

WR-5 Use of water for irrigation and dust control shall be controlled so as to avoid off-site runoff.

WR-6 Project design shall include properly designed and maintained biological oil and grease removal systems in new storm drain systems to treat water before it leaves project sites.

WR-7 Hazardous materials shall be stored properly and in accordance with applicable law to prevent contact with precipitation and runoff.

WR-8 Prior to the onset of demolition or construction, an effective monitoring and cleanup program for spills and leaks of hazardous materials shall be developed and maintained.

WR-9 Equipment to be repaired or maintained shall be placed in covered areas on a pad of absorbent material to contain leaks, spills, or small discharges.

WR-10 Periodic and consistent removal of landscape and construction debris shall be performed.

WR-11 Any significant chemical residue on the project sites shall be removed through appropriate methods.

WR-12 Non-toxic alternatives for any necessary applications of herbicides or fertilizers shall be used.

WR-13 Detention basins shall be installed to remove suspended solids by settlement.

WR-14 Water quality or runoff shall be periodically monitored before discharge from project sites and into the storm drainage system.

GT-6 A Contaminated Soil/Groundwater Management Plan shall be implemented during construction to establish procedures to follow if contamination is encountered in order to minimize associated risks. The plan shall be prepared during the final design phase of the project, and the construction contractor shall be held to the level of performance specified in the plan. The plan shall include procedures for the implementation of the following mitigation measures.

GT-7 Appropriate regulatory agencies shall be contacted if contaminated soil or groundwater is encountered.

GT-8 Sampling and analysis of soil and/or groundwater known or suspected to be impacted by hazardous materials shall be conducted.

GT-9 Procedures for the legal and proper handling, storage, treatment, transport, and disposal of contaminated soil and/or groundwater shall be delineated and conducted in consultation with regulatory agencies and in accordance with established statutory and regulatory requirements.

GT-10 Dust control measures such as soil wetting, wind screens, etc. shall be implemented for contaminated soil.

GT-11 Groundwater collection, treatment, and discharge shall be performed according to applicable standards and procedures.

GT-13 Impermeable grout and other appropriate measures shall be used where necessary to fill gaps between the tunnels and the surrounding earth to address the potential for creation of a preferential pathway and resulting spread of existing contaminated groundwater.

Finding. The Board hereby adopts and incorporates these mitigation measures as part of the approved project. As a result, changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant impacts. (CEQA Guidelines section 15091, subdivision (a)(1).)

Mitigation measures WR-1 through WR-14, as well as GT-6 through GT-11, and GT-13, will be enforced by Metro as described in the MMRP.

There would be a potential need for dewatering if groundwater is encountered during construction activities. It is likely that groundwater would be encountered during excavation activities. This groundwater is known to be contaminated with pollutants common to urban and commercial activities. Given the likelihood of encountering contaminated groundwater, compliance with federal, state, and local laws and regulations would be required during construction activities. A dewatering permit from the Los Angeles Regional Water Quality Control Board would be necessary and any contaminated groundwater would be properly treated prior to being discharged. Uncontaminated groundwater may be treated and pumped back into the groundwater table, pumped to the sewer or storm drain system, or used on-site for dust control purposes. Additional site-specific groundwater investigation may be necessary to define the extent and location of groundwater contaminants for final design and to refine necessary mitigation measures. Finally, Mitigation measures GT-6 through GT-11, and GT-13, have been adopted as part of the project and would further ensure that potential impacts from contaminated groundwater would be less than significant.

Excavation activities also have the potential to create a preferential pathway for the spreading of contaminated groundwater in the groundwater basin; however, the use of impermeable concrete grouting materials, as required by mitigation measure GT-13, would reduce potential contaminant migration to a less than significant level.

In order to reduce any potential impacts related to stormwater runoff, a Stormwater Pollution Prevention Plan would be prepared and implemented during construction as required by applicable rule and regulation. Additionally, a Standard Urban Stormwater Management Plan would be prepared and implemented consistent with the Los Angeles Municipal Code, to ensure that stormwater runoff is managed for water quality concerns through implementation of appropriate best management practices. Prior to issuance of any grading or building permits, the County and/or Stormwater Division of the Bureau of Sanitation must approve the Standard Urban Stormwater Management Plan.

Tunneling during construction could potentially create a preferential pathway for contaminated groundwater that could be encountered. This could cause the contamination to spread at higher rates than would normally occur without disruption by construction activity. This potential impact would be reduced to a less than significant level with implementation of mitigation measures WR-6 through WR-14, as well as GT-6 through GT-11, and GT-13.

For the reasons stated above, the Metro Board finds that impacts related to the water quality and groundwater contamination would be reduced to less than significant.

5.9 Cultural Resources – Built Environment/Archaeology/Paleontology

The Cultural Resources impacts of the project were evaluated in Sections 4.12 and 4.18 of the Draft EIS/EIR, in Section 4.12 and Chapter 10 of the Supplemental EA/Recirculated Draft EIR, and 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.

Impact.

- Construction of proposed stations and tunnels would not constitute a substantial adverse change that would impair the significance of the Walt Disney Concert Hall or Los Angeles Times Mirror Building after mitigation.
- The potential for differential settlement could constitute a substantial adverse change that would impair the significance of any or all of the historical resources.
- Construction of the project would potentially result in direct significant impacts to the Belmont Tunnel and 15 indirect significant impacts to historical resources.
- Significant ground-borne noise impacts could occur during construction and operations at Walt Disney Concert Hall.

- 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-1 Documentation of historic properties and historical resources adversely affected by the project shall consist of the development of individual HABS/HAER submissions. The appropriate level of recordation shall be established in consultation with the California SHPO and formalized as a part of a Memorandum of Agreement as described in Section 4.12.1.4.5 of the Draft EIS/EIR and included in Appendix 3 of the Final EIS/EIR. The HABS/HAER documents shall be offered to the Library of Congress and the documents shall be prepared so that the original archival-quality documentation would be suitable for inclusion in the Library of Congress if the National Park Service accepts these materials. Archival copies of the documentation shall also be offered for donation to local repositories, including the Los Angeles Central Library and the Los Angeles Conservancy.

CR/B-2 During preliminary engineering and final design of the project, a more detailed survey of historic properties and/or historical resources within 21 feet of vibration producing construction activity shall be conducted to confirm the building category, and to provide a baseline for monitoring of ground-borne vibration and the potential for ground-borne vibration to cause damage. The survey shall also be used to establish baseline, pre-construction conditions for historic properties and historical resources. During preliminary engineering and final design of the project, additional subsurface (geotechnical) investigations shall be undertaken to further evaluate soil, groundwater, seismic, and environmental conditions along the alignment. The analysis shall assist in the selection and development of appropriate support mechanisms for cut and cover construction areas and any sequential excavation method (mining) construction areas, in accordance with industry standards and the Building Code. The subsurface investigation shall also identify areas that could experience differential settlement as a result of using a tunnel boring machine in close proximity to historic properties and/or historical resources. An architectural historian or historical architect who meets the Secretary of Interior's Professional Qualification Standards shall provide input and review of design contract documents prior to implementation of the mitigation measures.

CR/B-3 The historic property and historical resource protection measures as well as the geotechnical and vibration monitoring program shall be reviewed by an architectural historian or historical architect who meets the Secretary of Interior's Professional Qualification Standards to ensure that the measures would adequately protect the properties/resources. A post-construction survey shall also be undertaken to ensure

that adverse effects or significant impacts have not occurred to historic properties or historical resources.

CR/B-4 For those historic properties and historical resources where adverse impacts are anticipated, a Memorandum of Agreement 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 State Historic Preservation Officer 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 Historic American Building Survey/Historic American Engineering Record recordation, and outline specific requirements for pre- and post-construction surveys, geotechnical investigations, building protection measures, and tunnel boring machine specifications. See Appendix 3 of the 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.

GT-1 Before any construction, a survey of structures within the anticipated zone of construction influence shall be conducted in order to establish baseline conditions. A geotechnical instrumentation and settlement monitoring plan and mitigation measures shall be developed and adhered to during construction to ensure appropriate measures are taken to address any construction-induced movement. If assessments indicate the necessity to proactively protect nearby structures, additional support for the structures by underpinning or other ground improvement techniques shall be required prior to the underground construction. Metro shall require the construction contractor to limit movement to less than acceptable threshold values for vertical, horizontal, and angular deformation as a performance standard. These acceptable threshold values shall be established such that the risk of damage to buildings and utilities will be negligible to very slight. For buildings, these threshold values will be based on the relationship of building damage to angular distortion and horizontal strain consistent with Boscardin and Cording (1989) and qualitative factors including but not limited to the type of structure and its existing condition. For utility mains, these threshold values shall be those established by the utility owners. Additional data and survey information shall be gathered during final design for each building and utility main to enable assessment of the tolerance of potentially affected structures and utilities. Additional engineering and design level geotechnical studies shall be performed to define the nature of the soils and to refine the means of achieving each performance specification.

GT-2 Ground improvement such as grouting or other methods shall be required to fill voids where appropriate and offset potential settlement when excess material has been removed during excavation. The criteria for implementing grouting or ground improvement measures shall be based on the analysis described in the above mitigation measure.

GT-3 The tunnel alignment shall be grouted in advance to provide adequate soil support and minimize settlement as geotechnical conditions require.

GT-4 Settlement along the project alignment shall be monitored using a series of measuring devices above the route of the alignment. Leveling surveys shall be conducted prior to tunneling to monitor for possible ground movements.

GT-5 Tunnel construction monitoring requirements shall be described and defined in design contract documents. Additional geotechnical provisions shall be included to the extent feasible, including use of an Earth Pressure Balance or Slurry Tunnel Boring Machine for tunnel construction to minimize ground loss. During tunnel construction, the soils encountered shall be monitored relative to anticipated soil conditions as described in a Geotechnical Baseline Report.

NV-18 Construction of the project, in the vicinity of the Walt Disney Concert Hall, shall be done in accordance with the Memorandum of Agreement between FTA and the State Historic Preservation Officer, which includes stipulations that outline the specific requirements for consultation and decision-making between the lead federal agency and consulting parties, specify the level of Historic American Building Survey/Historic American Engineering Record recordation, and outline specific requirements for pre- and post-construction surveys, geotechnical investigations, building protection measures, and tunnel boring machine specifications (for the Walt Disney Concert Hall only).

Tunnel Boring Machine

NV-19 Maintenance and Operation: The construction contractor shall minimize vibration from jacking or pressing operations (if applicable, the action could be smoothed out to avoid a sharp push), and maintain machinery in good working order.

NV-20 Coordination and Notification: There would be times when the Main Auditorium of the Walt Disney Concert Hall is vacant or not used for a noise-sensitive activity, thereby eliminating any noise impact from tunnel boring machine. Similarly, there would be times at the Los Angeles Philharmonic Association Conference Room (and offices) of the Walt Disney Concert Hall and at the recording/performance halls of the Colburn School when activities are not particularly noise-sensitive. Metro shall coordinate closely with the Walt Disney Concert Hall, the Colburn School, and the Broad Art Foundation Museum, which is currently under construction, to ensure that the noise-generating parts of tunnel boring machine operations shall be conducted to avoid noise-sensitive periods.

Delivery Train

NV-21 Speed: Delivery train speed shall be limited to 5 MPH in the vicinity of the Walt Disney Concert Hall, the Colburn School, and the Broad Art Foundation Museum, currently under construction, which would reduce the ground-borne noise to the lower range, or 5 dBA from the maximum range.

NV-22 Resilient Mat: A resilient system to support and fasten the delivery train tracks shall be used during construction, which would reduce ground-borne noise levels by at least 4 dBA.

- Such as system shall include a) resilient mat under the tracks and b) a resilient grommet or bushing under the heads of any track fasteners (assuming some kind

of anchor or bolt system). The hardness of the resilient mat shall be in the 40 to 50 durometer range, and be about one to two inches thick, depending on how heavily loaded the cars would be. The contractor shall select the mat thickness so that the rail does not bottom out during a car pass-by.

NV-23 Conveyor: The delivery train shall be replaced with a conveyor system to transport materials in the tunnel if ground-borne noise exceeds the FTA annoyance criteria at the Walt Disney Concert Hall, the Colburn School, or the Broad Art Foundation Museum, which is currently under construction.

NV-24 Coordination and Notification: There would be times when the Main Auditorium and Choral Hall of the Walt Disney Concert Hall and the recording/performance halls of the Colburn School are vacant or not used for noise-sensitive activities, thereby eliminating any noise impact from the delivery train. Metro shall coordinate closely with the Walt Disney Concert Hall, the Colburn School, and the Broad Art Foundation Museum, which is currently under construction, to ensure that the delivery train pass-bys would be conducted to avoid noise-sensitive periods.

NV-27 In the vicinity of the Walt Disney Concert Hall and the Colburn School, Metro shall implement resiliently supported fasteners, isolated slab track, or other appropriate measures as needed to eliminate impacts and to reduce ground-borne noise below FTA annoyance criteria.

CR/A-1 Construction personnel shall be trained on proper procedures by a qualified lead archaeologist.

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-3 A Native American cultural resources consultant from the Gabrielino/Tongva San Gabriel Band of Mission Indians and/or the Tongva Ancestral Territorial Tribal Nation shall be contacted to monitor ground-disturbing work if Native American cultural resources are discovered.

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, which will arrange for a MLD to inspect the site within 48 hours and issue recommendations for scientific removal and nondestructive analysis.

CR/A-5 If no cultural resources are discovered during construction monitoring, the archaeological monitor shall submit a brief letter to that effect. If previously unidentified cultural resources are discovered in the course of construction monitoring, a report shall be prepared following Archaeological Resource Management Report guidelines that documents field and analysis results and interprets the data within an appropriate research context.

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 near-surface construction techniques are planned in the vicinity of mapped zanja segments, full-time archaeological monitoring shall 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.

CR/P-6 The paleontologist shall prepare a final monitoring and mitigation report to be filed, at a minimum, with Metro and the identified repository.

Finding. The Board hereby adopts and incorporates these mitigation measures as part of the approved project. As a result, changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant impacts. (CEQA Guidelines section 15091, subdivision (a)(1).)

Mitigation measures CR/B-1 through CR/B-6, GT-1 through GT-5, NV-18 through NV-24, NV-27, CR/A-1 through CR/A-6, and CR/P-1 through CR/P-6 will be enforced by Metro as described in the MMRP.

For the Walt Disney Concert Hall, a substantial adverse impact from ground-borne noise could occur during construction and operation. The impact would not be adverse in nature after mitigation measures are employed. These measures include performing pre-construction surveys and geotechnical investigation as well as geotechnical and vibration monitoring, and post-construction surveys (Mitigation measures CR/B-1 through CR/B-6, GT-1 through GT-5, NV-18 through NV-24, NV-27). These investigations would protect and stabilize the ground near these resources and identify impacts before they become adverse. The use of an earth pressure balance or slurry shield tunnel boring machine(s) would further reduce the potential vibration impacts. Mitigation measures for noise and vibration during operation and construction, including Mitigation measures NV-18 through NV-24, NV-27, would further reduce potential impacts to the Walt Disney Concert Hall so they fall below FTA impact threshold criteria for noise and vibration.

Since historically significant buildings often have archaic construction and finish attachment systems, including unreinforced masonry, those building types are usually more susceptible to the impacts of differential settlement than more recently constructed buildings. The potential for eligible properties to be affected by tunneling and cut and cover construction would be reduced to a less than significant level through implementation of mitigation measures. (See Mitigation measures CR/B-1 through CR/B-6, GT-1 through GT-4.)

Treatment of undiscovered and known archaeological resources would reduce potential impacts to identified and previously unidentified archaeological resources to a less than significant level. (Mitigation measures CR/A-1 through CR/A-6.)

The project involves ground disturbance associated with excavations to construct three new stations and an entirely underground tunnel located from the 7th Street/Metro Center Station to the east and north of the intersection of 1st and Alameda Streets. Any ground disturbances in areas of high sensitivity would have the potential to impact paleontological resources at the surface and at depth; areas of ground disturbance in areas of sensitivity ranging from low to high have the potential to impact paleontological resources at a depth of five feet or more below the ground surface. In areas where mitigation measures can be implemented, such as at new station locations and cut and cover locations where resources can be actively observed, potential impacts could be reduced to a less than significant level. (Mitigation measures CR/P-1 through CR/P-6.)

For the reasons stated above, the Metro Board finds that impacts related to cultural resources – built environment, archaeology, and paleontology would be reduced to a less than significant level.

5.10 Economic and Fiscal Impacts

The Economic and Fiscal impacts of the project were evaluated in Sections 4.14 and 4.18 of the Draft EIS/EIR, in Chapter 10 of the Supplemental EA/Recirculated Draft EIR, and in Sections 4.14 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. That said, economic and social impacts of proposed projects are typically outside CEQA's purview. (CEQA Guidelines section 15131.) Only when there is evidence that economic and social effects caused by a project could result in a reasonably foreseeable indirect environmental impact, such as urban decay or deterioration, then the CEQA lead agency is obligated to assess this indirect environmental impact. (*Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184, 1205-1207.)

Metro evaluated the economic and fiscal impacts of the project in part due to the obligations to satisfy the requirements of the National Environmental Policy Act (NEPA), and in part to consider whether any physical impacts were reasonably foreseeable indirect environmental impacts related to economic and social effects of the project. In the absence of specific thresholds of significance for economic impacts, CEQA guidelines encourage each public agency to develop its own set of thresholds. The following thresholds of significance for the purposes of CEQA were applied in the analysis of economic and fiscal impacts of the Regional Connector Transit Corridor project alternatives.

- The alternative would substantially reduce the amount or value of taxable property in the project area.
- Construction of the alternative would have substantial, adverse impacts on businesses along the alignment.

Impact.

- Economic and fiscal impacts of business and parking displacement due to project acquisitions.

Reference. Final EIS/EIR 4.14.3.5 pg 4-356 – 4-357

Mitigation Measures.

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.

DR-4 Metro shall work with the City to develop a parking mitigation program to mitigate the loss of public parking spaces during construction to the extent feasible. This could include, but is not limited to, restriping the existing street to allow for diagonal parking, reducing the number of inhibited parking areas, phasing construction activities in a way that minimizes parking disruption, and increasing the time limits for on-street parking. Restriping could occur where feasible on portions of Temple Street, Alameda Street, 1st Street, 2nd Street, Central Avenue, San Pedro Street, Judge John Aiso Street, 3rd Street, and Traction Avenue. Such parking mitigation shall be implemented on a temporary, tiered basis pending findings of the annual parking analysis described in Section 4.17, Environmental Justice.

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

DR-6 Metro shall maintain access to the Little Tokyo Library and other community facilities at all times 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.

DR-8 Metro shall provide relocation assistance and compensation as required by the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

Finding. The Board hereby adopts and incorporates these mitigation measures as part of the approved project. As a result, changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant impacts. (CEQA Guidelines section 15091, subdivision (a)(1).) While it is not entirely clear that the project's economic and fiscal effects would result, indirectly, in the sorts of physical impacts that are contemplated by CEQA, the Board has adopted these mitigation measures in an abundance of caution.

Mitigation measures EF-1 and DR-4 through DR-8 will be enforced by Metro as described in the MMRP.

Construction of the project could have significant construction impacts to businesses near station sites. Depending on tunneling and construction techniques used to construct the tunnel, phased street lane closures may be required. Economic impacts caused by the project would mostly be limited to businesses surrounding station sites and cut and cover and open cut construction areas. Cut and cover and open cut construction would generate temporary inconveniences such as increased noise, vibration, and dust, decreased views of signage, and limited access to businesses within close proximity of new station areas, and creating a general customer perception of disruption in the area. Once construction is complete and the light rail transit system is operational, transit usage would increase, enhancing accessibility and attractiveness of businesses surrounding station sites.

For the reasons stated above, the Metro Board finds that any economic and fiscal impacts that might be coganizable under CEQA and that are related to acquisitions would be reduced to a less than significant level.

5.11 Safety and Security

The Safety and Security impacts of the project were evaluated in Sections 4.15 and 4.18 of the Draft EIS/EIR, in Chapter 10 of the Supplemental EA/Recirculated Draft EIR, and in Sections 4.15 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. Appendix G of the California State CEQA Guidelines requires analysis of a project's potential impacts related to public health hazards or interfere with emergency response plans or emergency evacuation plans. A significant safety and security impact would occur if the Regional Connector Transit Corridor Project would:

- Create the potential for increased 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

Impact.

- The project could affect the pedestrian environment, motorist safety, and emergency response times for emergency service providers during both construction and LRT operation.

Reference. Final EIS/EIR 4.15.3.5 pg 4-368 – 4-369.

Mitigation Measures.

SS-1 Fire alarm protection shall be provided within station areas as required by applicable laws, regulations, and standards.

SS-2 A minimum of two fire emergency routes shall be provided from each station as required by applicable laws, regulations, and standards.

SS-3 Adequate emergency ventilation and lighting shall be provided in each station in accordance with Metro Fire/Life Safety Standards and City of Los Angeles building codes.

SS-4 Communication systems between adjoining fire agencies shall be provided as required by applicable laws, regulations, and standards.

SS-5 A methane detection system shall be provided in each station as required by applicable laws, regulations, and standards.

SS-6 Building construction for underground stations shall not be less than Type I Construction as defined in the Uniform Building Code. All stations with more than two levels below-grade or where the lowest occupied level is more than 80 feet below-grade shall have protected level separation or other protection features to provide safe egress to exits.

SS-7 All proposed mitigation measures regarding safety and security shall be implemented in a manner conformant to Metro's Rail Transit Design Criteria and Standards and Fire/Life Safety Criteria. A combination of the following measures shall be implemented as indicated by the Threat and Vulnerability Assessment: CCTV system, emergency push-button call system for patrons, intrusion detection system, dedicated security patrol protocols and procedures, and crime prevention through environmental design.

SS-8 Proposed station designs shall not include design elements that obstruct visibility or observation, nor provide discrete locations favorable to crime. Proposed stations shall be lighted to avoid shadows. Pedestrian pathways shall include clear sight lines whenever feasible. Project sidewalk widths and placements shall be appropriately designed to accommodate a wide variety of users. The following criteria shall be used when designing project sidewalks: sidewalk and pedestrian bridge widths shall be designed with the widest dimensions feasible (at least ten feet) in conformance with Metro's adopted land use and transportation policies; minimum sidewalk widths shall not be less than those allowed by the State of California Title 24 access requirements or ADA design recommendations; where practicable, pedestrian movements and flows shall be favored over other transportation modes, such as automobile access; and stations shall be fully accessible as defined by ADA.

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.

SS-10 Adequate pedestrian queuing and refuge areas shall be provided at the proposed stations to facilitate pedestrian mobility. Adequately wide crosswalks shall be provided in the areas immediately around the proposed stations.

SS-11 All proposed stations shall be equipped with monitoring equipment, which shall primarily consist of video surveillance to monitor strategic areas of the stations and walkways and/or be monitored by Metro security personnel on a regular basis.

SS-12 Metro shall implement a security plan for light rail transit operations to include both in-car and station surveillance by Metro security or other local jurisdiction security personnel. Metro shall coordinate and consult with the Los Angeles Fire Department, Los Angeles Police Department, and Los Angeles County Sheriff's Department as appropriate to develop safety and security plans for the proposed alignment and station areas.

SS-13 Trains and/or platforms shall be equipped with safety features that reduce the potential for persons to contact the vehicle coupler and/or fall under the train.

SS-14 Fire separations shall be provided and maintained in public occupancy areas as required by regulation.

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 light rail transit ridership.

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 Department of Transportation Traffic Manual, Section 10-07.3, Warrants for Adult Crossing Guards, and as appropriate to maintain traffic flow during construction.

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 ADA accessible at all times per existing Metro policy.

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.

Finding. The Board hereby adopts and incorporates these mitigation measures as part of the approved project. As a result, changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant impacts. (CEQA Guidelines section 15091, subdivision (a)(1).) Mitigation measures SS-1 through SS-16, CN-1 through CN-3, TR-4, and DR-7 will be enforced by Metro as described in the MMRP.

The project results in the entire light rail transit facility being placed underground, eliminating all potential conflicts with at-grade roadway and pedestrian infrastructure. Therefore, the proposed alternative and associated design would avoid potential safety impacts related to both pedestrian and motorist crossings during operations. The grade-separated nature of the project, as compared to alternatives that were considered, would avoid these potential impacts and no impact would occur.

Security issues may be related to police and fire response, emergency evacuation, and addressing criminal and terrorist activity. The project would include coordination with police and fire services to develop construction and operation plans and provide appropriate public safety and security for the Metro system, employees, and surrounding communities. The Los Angeles County Sheriff's Department policing contract with Metro would be extended to include the Regional Connector project, and the project would be coordinated and compliant with the Transportation Security Administration/Department of Homeland Security, as is typical of Metro's activities. (Mitigation measures SS-1 through SS-16, CN-1 through CN-3, TR-4, and DR-7.)

The Broad Art Foundation Museum, currently under construction, is anticipated to include a pedestrian 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, Metro would build an elevator from the station entrance to the plaza if one is not already

provided by the Broad Art Foundation Museum project. If the plaza is not built, Metro would construct a pedestrian connection (such as a pedestrian bridge) from the elevator to Upper Grand Avenue. The proposed pedestrian bridge, whether built by the Broad Art Foundation or Metro, would reduce potential pedestrian/light rail transit/vehicle conflicts by providing a separated facility for pedestrians trying to reach the station, especially from the high pedestrian generator Walt Disney Concert Hall. The proposed pedestrian bridge, whether built by the Broad Art Foundation or Metro, would reduce potential pedestrian/LRT/vehicle conflicts by providing a separated facility for pedestrians trying to reach the station, especially from the high pedestrian generator Walt Disney Concert Hall. (Mitigation measures SS-9.)

For the reasons stated above, the Metro Board finds that impacts related to safety and security would be reduced to a less than significant level.

6 Environmental Impacts Found Significant After Implementation of Mitigation Measures

The Final EIS/EIR identified the following significant or potentially significant impacts that cannot be mitigated to a less than significant level, despite the implementation of mitigation measures. These mitigation measures will be adopted as part of the project and after implementation, where impacts remain significant, Metro finds that changes or alterations have been required in, or incorporated into, the project which mitigate the significant impacts on the environment. As stated in CEQA Guidelines Section 15091, the Metro Board also finds where measures to mitigate the significant impacts are infeasible, that "Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible mitigation measures or project alternatives" identified in the Final EIS/EIR. The Metro Board further finds that the project has been designed in a manner that reduces impacts to the maximum extent reasonably feasible, and that the specific economic, legal, social, and technological benefits of the project are identified in Section 10, Statement of Overriding Considerations, of these Findings.

6.1 Transportation

The Transportation Impacts of the project were evaluated in Chapters 3 and 4.18 of the Draft EIS/EIR, in Chapter 10 of the Supplemental EA/Recirculated Draft EIR, and in Chapters 3, 4.18, and 10 of the Final EIS/EIR. For the Regional Connector Transit Corridor Project, evaluation of potential parking impacts included consideration transit, traffic circulation, parking, pedestrians, and bicycles during both construction and operations.

There are few applicable quantitative standards of significance related to transit impacts. The measurement and prediction of level of service at potentially affected intersections is a standard that is used to evaluate the significance of potential traffic impacts. Predicted changes in level of service provide indications of how well road-based movements may function under the different alternatives, which may have implications for vehicular traffic, and certain types of transit and non-motorized transportation. For the Regional Connector Transit Corridor Project, the following criteria were used:

- Evaluation criteria for transit related impacts included:
  - Transit travel times,
  - Speed and reliability,

- Transit ridership, and
- Passenger comfort and convenience.

- Traffic circulation impacts are evaluated based on the additional average vehicle delay that a proposed alternative would cause beyond the No Build Alternative conditions.[1] Specific significance thresholds can be found in Tables 3-1 and 3-2 in the Final EIS/EIR.
- Evaluation of potential parking impacts included consideration of:
  - The availability of parking within one-half mile walking distance; and
  - The availability of loading zones in relation to the location of commercial enterprises.
- Evaluation of potential impacts to bicycle and pedestrian circulation included consideration of:
  - Detours that might lengthen bicycle commutes or pedestrian routes (which would increase travel time); and
  - Safety of alternate routes.

Impact.

- Traffic circulation disruption would occur during construction.
- Construction haul routes along project area streets would be needed.
- Re-routing of pedestrian and bicycle traffic would be needed during construction.
- Permanent reductions in intersection performance on Flower Street from 4th to 6th Streets would occur.
- Shuttle bus dropoff areas for City National Plaza could be affected by construction activities.
- Connectivity with other transit lines and pedestrian systems would be needed.
- Access to some bus stops would be restricted during construction.

[1] / As explained in Chapter 3 of the EIS/EIR, the project (and other alternatives) was compared to the No Build Alternative, which is considered the baseline condition for the purpose of analysis. As explained in Chapter 2 of that document, the No Build Alternative is the future scenario without the proposed build alternatives. The No Build Alternative does not include any major service improvements or new transportation infrastructure beyond what is listed in Metro's 2009 LRTP. In Chapter 10, it should be noted, the EIS/EIR also evaluated the impacts of the project, focusing on the difference between project and existing (2010) conditions. That section disclosed that transportation-related impacts would be similar to, or less than, those described in Chapter 3 of the EIS/EIR. The Board has concluded, however, that the No Build Alternative comparison represents a more accurate portrayal of expected project impacts, and has devised mitigation to address impacts under that scenario transportation impacts.

- Some bus stops would need to be temporarily relocated due to street closures during construction, and buses may need to be re-routed around construction areas.

Reference. Final EIS/EIR 3.3.5 pg 3-50 – 3-55.

Mitigation Measures.

To mitigate the traffic circulation disruption that would occur during construction:

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 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.

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-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 Department of Transportation Traffic Manual, Section 10-07.3, Warrants for Adult Crossing Guards, and as appropriate to maintain traffic flow during construction.

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-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.

To mitigate the impacts of construction haul routes along project area streets:

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 TCTMC.

To mitigate the impacts of rerouting pedestrian and bicycle traffic during construction:

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 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.

To mitigate the permanent reductions in intersection performance on Flower Street from 4th Street to 6th Street:

TR-6 At the intersection of 4th and Flower Streets, Metro, in coordination with LADOT, shall permanently restripe the southbound Flower Street approach to provide one shared left-turn/through lane and two through lanes. Metro, in coordination with LADOT, shall also optimize the signal splits.

TR-7 At the intersection of 5th and Flower Streets, Metro, in coordination with LADOT, shall permanently restripe the southbound Flower Street approach to provide three through lanes and one exclusive right-turn lane. Metro, in coordination with LADOT, shall also optimize the signal splits.

TR-8 At the intersection of 6th and Flower Streets, Metro, in coordination with LADOT, shall permanently restripe the eastbound 6th Street approach to provide three through lanes and two exclusive right-turn lanes. Metro, in coordination with LADOT, shall also optimize the signal splits.

To mitigate the impacts on shuttle bus drop-off areas for City National Plaza during construction:

TR-9 Metro shall ensure that shuttle bus drop-off areas at City National Plaza are provided throughout construction.

To ensure the project's connectivity with other transit lines and pedestrian systems:

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-11 Metro shall construct an enhanced pedestrian walkway along the east side of Flower Street between 4th and 7th Streets to better connect the Financial District to the improved transit services available at the existing 7th Street/Metro Center Station.

To mitigate the restriction of access to some bus stops in the project area during construction:

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.

To mitigate the impacts of temporarily relocating some bus stops in the project area during construction due to street closures and detours around construction areas:

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.

Finding. The Board hereby adopts and incorporates these mitigation measures as part of the approved project. As a result, changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant impacts. (CEQA Guidelines section 15091, subdivision (a)(1).) Nevertheless, implementation of these measures would not be sufficient to reduce the impacts to a less than significant level and the impacts remain significant and unavoidable.

Implementation of mitigation measures presented above would reduce the impacts of construction and operation of the project on transportation. However, potentially significant construction-related impacts to traffic, transit, bicycle, and pedestrian circulation would remain after mitigation. In addition, potentially significant operational traffic circulation impacts would also remain even with implementation of proposed mitigation measures.

Construction for the project would include relocation of utilities and construction of three cut and cover stations and the proposed portals east of Alameda Street. This would require temporary closure of lanes on Flower Street, Hope Street in the vicinity of General Thaddeus Kosciuszko Way, Alameda Street, and 1st and 2nd Streets, reducing roadway capacity and potentially modifying existing traffic patterns as drivers bypass congested areas. These impacts would be minimized to a degree by the mitigation set out above, particularly measures TR-1, CN-1

through CN-3 and CN-5, but would remain significant even after mitigation.

It is anticipated that temporary peak period lane closures would be minimal and temporary off-peak period lane closures would be intermittent because most station area construction activities that affect surface streets taking place during the nighttime and weekend hours similar to the methods used for the Metro Gold Line to East Los Angeles project. Construction of a station would continue while traffic travels on the decking; therefore, temporary off-peak, nighttime, and/or weekend street closures would be required to install the decking. Where street closures are required, traffic would be re-routed to adjacent intersections with clearly signed and marked detours. These impacts would be minimized to a degree by the mitigation set out above, particularly measures TR-1, CN-1 through CN-3 and CN-5, TR-4 and TR-5, and TR-13, but would remain significant even after mitigation.

Construction may require temporary sidewalk closures, which would impact pedestrian flow. During construction of the proposed Alameda Street portal north of Temple Street, roadway capacity would be reduced for extended time periods and the sidewalk on the east side of Alameda Street would be eliminated, impacting both pedestrian and bicycle flow. These impacts would be minimized to a degree by the mitigation set out above, particularly measures TR-1, CN-1 through CN-3 and CN-5, TR-4 and TR-5, and TR-13, but would remain significant even after mitigation.

To facilitate enhanced pedestrian access to the existing 7th Street/Metro Center Station, one traffic lane would be removed on Flower Street between 7th and 4th Streets. After construction of the train portals east of Alameda Street, existing traffic lanes would be maintained; however, the signalized intersection at 1st and Hewitt Streets would be removed, eliminating the ability to cross 1st Street at that location. These impacts would be minimized to a degree by the mitigation set out above, particularly measures TR-4 throughTR-5 and TR-10 throughTR-11, but would remain significant even after mitigation.

Results of the traffic analysis indicate that under the project, 70 intersections would continue to operate at LOS D or better in the AM peak hour and 68 would continue to operate at LOS D or better in the PM peak hour. In the AM peak hour, seven intersections would operate at LOS E and eight would operate at LOS F. In the PM peak hour these numbers increase to 13 intersections operating at LOS E and 14 operating at LOS F. Many of these intersections would operate at the same LOS as projected for the No Build Alternative.[2] During the AM peak hour, four intersections would have delay improvements and seven intersections would experience improvements in delay during the PM peak hour. The project would increase the person-carrying capacity through the downtown transportation environment. These impacts would be minimized to a degree by the mitigation set out above but would remain significant even after mitigation.

Intersections that would be impacted include those that are projected to have a significant

[2] / In Chapter 10, it should be noted, the EIS/EIR also evaluated the impacts of the project, focusing on the difference between project and existing (2010) conditions. That section disclosed that transportation-related impacts would be similar to, or less than, those described in Chapter 3 of the EIS/EIR. The Board has concluded, however, that the No Build Alternative comparison represents a more accurate portrayal of expected project impacts, and has devised mitigation to address impacts under that scenario transportation impacts.

negative change in LOS (measured in seconds of delay) when compared to the No Build Alternative conditions. Only one intersection during the AM peak hour and only three intersections during the PM peak hour would experience a significant adverse impact from the project. It should be noted, none of the adversely impacted intersections are located in Little Tokyo. Again, these impacts would be minimized to a degree by the mitigation set out above, but would remain significant even after mitigation.

The Metro Board finds that construction-related impacts to traffic, transit, bicycle, and pedestrian circulation as well as operational traffic circulation impacts would remain significant after mitigation.

6.2 Air Quality (Construction)

The Air Quality Impacts of the project were evaluated in Section 4.5 of the Draft EIS/EIR, in Chapter 10 of the Supplemental EA/Recirculated Draft EIR, and in Section 4.5 and Chapter 10 of the Final EIS/EIR. 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 Transit Corridor Project would generate regional emissions that exceed thresholds established by the South Coast Air Quality Management District.

Impact. Even with implementation of mitigation during construction, regional construction emissions of VOC, NOx, and CO would remain significant and unavoidable.

Reference. Final EIS/EIR 4.5.3.7 pg 4-108 – 4-109.

Mitigation Measures.

AQ-1 Contractors shall be required to adhere to South Coast Air Quality Management District standards for off-road engine emissions. 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 South Coast Air Quality Management District standards for dust emissions such as South Coast Air Quality Management District 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 Dirt from construction equipment shall not extend 25 feet or more from an active operation, and shall be removed at the conclusion of each workday. 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 the South Coast Air Quality Management District 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).

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

AQ-9 To control fugitive dust, especially during high wind situations, Metro shall require the contractor to implement the following provisions, consistent with the requirements of South Coast Air Quality Management District Rule 403, as they apply to each of the construction activities identified below:

When wind gusts exceed 25 MPH, in areas where earth-moving activities are occurring:

- (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 expected to exceed 25 MPH; 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 USEPA 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 the South Coast Air Quality Management District.

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 the Los Angeles Department of Water and Power 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, which would reduce emissions generated from construction vehicles. 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 Environmental Protection Agency 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 exceedence of federal CO/CO_2 standards.

Finding. The Board hereby adopts and incorporates these mitigation measures as part of the approved project. As a result, changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant impacts. (CEQA Guidelines section 15091, subdivision (a)(1).) Nevertheless, implementation of these measures would not be sufficient to reduce the impacts to a less than significant level and the impacts remain significant and unavoidable.

Although implementation of mitigation measures AQ-1 through AQ-22 would reduce the impacts of construction on air quality, regional emissions would continue to exceed the South Coast Air Quality Management District significance thresholds. Therefore, the proposed project would result in a significant impact related to regional construction emissions. Although the regional construction impacts would remain significant, the proposed project would improve transportation in the region by helping to remove vehicles from the region's roadways, which would reduce emissions generated by motor vehicles and provide a net beneficial impact to air quality. The Metro Board finds that construction activity would result in a significant impact related to regional air quality emissions.

6.3 Cultural Resources – Built Environment/ Paleontology

The Cultural Resources impacts of the project were evaluated in Sections 4.12 and 4.18 of the Draft EIS/EIR, in Section 4.12 and Chapter 10 of the Supplemental EA/Recirculated Draft EIR, and 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. A significant impact would occur if the Regional Connector Transit Corridor Project would:

- Directly or indirectly destroy a significant paleontological resource.
- Cause a substantial adverse change to the significance of an historical resource.

Impact.

- Previously undiscovered paleontological resources may be disturbed during construction at new underground TBM segments.
- The property acquisition and subsequent demolition of the S. Kamada Restaurant, Atomic Café, Señor Fish, and Coast Imports building would constitute a substantial adverse change that would substantially impair the significance of the historical resource.

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/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.

CR/P-6 The paleontologist shall prepare a final monitoring and mitigation report to be filed, at a minimum, with Metro and the identified repository.

CR/B-1 Documentation of historic properties and historical resources adversely affected by the project shall consist of the development of individual HABS/HAER submissions. The appropriate level of recordation shall be established in consultation with the California SHPO and formalized as a part of a Memorandum of Agreement as described in Section 4.12.1.4.5 of the Draft EIS/EIR and included in Appendix 3 of the Final EIS/EIR. The HABS/HAER documents shall be offered to the Library of Congress and the documents shall be prepared so that the original archival-quality documentation would be suitable for inclusion in the Library of Congress if the National Park Service accepts these materials. Archival copies of the documentation shall also be offered for donation to local repositories, including the Los Angeles Central Library and the Los Angeles Conservancy.

CR/B-5 The S. Kamada Restaurant, Atomic Café, Señor Fish, and Coast Imports building (to be removed) shall be offered for a period of one year following certification of the Final EIS/EIR for the price of $1 to any party willing to move it off of the 1st/Central Avenue station site at their own expense. Should no parties come forward, Metro shall incorporate materials from the building into the project facilities. Metro shall explore keeping portions of the building intact for use in the 1st/Central Avenue station. Metro shall also offer to provide an exhibit commemorating the building at the Japanese American National Museum, the 1st/Central Avenue station site, or other suitable location. An individual Historic American Building Survey/Historic American Engineering Record submission shall be developed.

Finding. The Board hereby adopts and incorporates these mitigation measures as part of the approved project. As a result, changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant impacts. (CEQA Guidelines section 15091, subdivision (a)(1).) Nevertheless, implementation of these measures would not be sufficient to reduce the impacts to a less than significant level and the impacts remain significant and unavoidable.

Implementation of mitigation measures CR/P-1 through CR/P-6 would reduce the impacts of construction on paleontological resources. However, in areas where new underground TBM segments would be constructed (the non-station portions of the alignment beneath 2nd Street, and beneath Flower Street north of 4th Street), recovery and mitigation for paleontological resources would not be feasible resulting in significant and unavoidable impacts. The Metro Board finds that construction of new TBM segments would result in a significant impact related to paleontological resources.

The property acquisition and subsequent demolition of the S. Kamada Restaurant, Atomic Café, Señor Fish, and Coast Imports building would constitute a substantial adverse change that would impair the significance of the historical resource. Implementation of mitigation measures CR/B-1 and CR/P-6 would reduce the impacts to the historical resource referred to as the Kamada Restaurant, Atomic Café, Señor Fish, and Coast Imports building. These measures would include:

- Historic properties/historical resources documentation

- Relocation of S. Kamada Restaurant, Atomic Café, Señor Fish, and Coast Imports building if feasible. The building would be offered at minimal cost to any party willing to move it off of the 1st/Central Avenue station site at their own expense.

- Should no party come forward, Metro has committed to an exploration of incorporating portions of the building into a station and other interpretive programs for S. Kamada Restaurant, Atomic Café, Señor Fish, and Coast Imports building

The EIS/EIR concluded that these measures would mitigate the impact to the historic property to a less than significant level. While the Board believes that the information provided in the EIS/EIR regarding the significance of the resource, and the identification of feasible mitigation, the Board disagrees with the conclusion that with the adoption of feasible mitigation the impact will necessarily be less than significant. This is within the Board's purview. (Public Resources Code section 21082.2, subdivision (e), explains that the EIS/EIR's conclusions are not determinative, and the ultimate call of the significance of an impact rests with the decision making body.) The Board therefore concludes that—if the building is not preserved in place and/or relocated— impact would remain significant even with the adoption of feasible mitigation. Thus, the Board conservatively concludes that the impact is significant even with the adoption of all feasible mitigation.

For the reasons stated above, the Metro Board finds that impacts related to cultural resources – built environment and paleontology set out above would be significant even with mitigation.

7 Environmental Impacts Found to Be Less Than Significant

The Metro Board finds that, based upon substantial evidence in the record, as discussed below, the following impacts associated with the project are less than significant, and no mitigation is required.

7.1 Transportation

The Transportation Impacts of the project were evaluated in Chapters 3 and 4.18 of the Draft EIS/EIR, in Chapter 10 of the Supplemental EA/Recirculated Draft EIR, and in Chapters 3, 4.18, and 10 of the Final EIS/EIR. For the Regional Connector Transit Corridor Project, evaluation of potential parking impacts included consideration transit, traffic circulation, parking, pedestrians, and bicycles during both construction and operations.

There are few quantitative standards of significance related to transit impacts. The measurement and prediction of level of service at potentially affected intersections is a standard that is used to evaluate the significance of potential traffic impacts. Predicted changes in level of service provide indications of how well road-based movements may function under the different alternatives, which may have implications for vehicular traffic, and certain types of transit and non-motorized transportation. For the Regional Connector Transit Corridor Project, the following criteria were used:

- Evaluation criteria for transit related impacts included:
  - Transit travel times,
  - Speed and reliability,

- Transit ridership, and
- Passenger comfort and convenience.

- Traffic circulation impacts are evaluated based on the additional average vehicle delay that a proposed alternative would cause beyond the No Build Alternative conditions. [3] Specific significance thresholds can be found in Tables 3-1 and 3-2 in the Final EIS/EIR.
- Evaluation of potential parking impacts included consideration of:
  - The availability of parking within one-half mile walking distance; and
  - The availability of loading zones in relation to the location of commercial enterprises.
- Evaluation of potential impacts to bicycle and pedestrian circulation included consideration of:
  - Detours that might lengthen bicycle commutes or pedestrian routes (which would increase travel time); and
  - Safety of alternate routes.

Impact. No significant operational impacts related to transit, parking, or pedestrian and bicycle flow would occur.

Reference. Final EIS/EIR 3.3.5 pg 3-50 – 3-55.

Mitigation Measures. None required.

Finding. The project would allow transit patrons to travel from east-west or north-south without having to make a transfer in the downtown area. The new underground station within the property bounded by 1st, 2nd, Central, and Alameda Streets would serve all operations.

Projections for the total daily system-wide linked transit trips for the entire bus and rail system and for daily urban rail boarding count for the project would be a positive impact of this alternative.

Proposed traffic lane reductions along Flower Street, due to the sidewalk enhancements to facilitate pedestrian access to the existing 7th Street/Metro Center Station would impact bus operating speeds because of a potential increase in traffic congestion. Bus schedules would be adjusted to reflect modified traffic conditions and travel times. However, from an urban rail perspective, the project represents a significant positive impact. Existing bus service would not be reduced as part of the project

[3] / In Chapter 10, it should be noted, the EIS/EIR also evaluated the impacts of the project, focusing on the difference between project and existing (2010) conditions. That section disclosed that transportation-related impacts would be similar to, or less than, those described in Chapter 3 of the EIS/EIR. The Board has concluded, however, that the No Build Alternative comparison represents a more accurate portrayal of expected project impacts, and has devised mitigation to address impacts under that scenario transportation impacts.

The project would be entirely underground; however, portions of the alignment would utilize existing roadway space for sidewalk enhancements that would facilitate pedestrian access to existing and future underground station entrances. At these locations, there would be a reduction in traffic lanes and/or on-street parking spaces along the street segments. The number of on-street parking and loading spaces that would be removed was estimated based on the characteristics of each street segment and the proposed street cross-sections.

The on-street parking impacts identified under the project would not be significant. Only 13 on-street parking spaces would be displaced, in an area with multiple off-street garages. Also, the parking spaces would be replaced by access points to a new underground light rail station, and the improved transit access would offset the effects of the lost parking. Therefore, the on-street parking impacts would not be adverse and would be less than significant.

Although the project would be entirely underground, portions of the alignment would use existing roadway space for underground station pedestrian entrances. At these locations, urban design concepts would be incorporated to improve pedestrian and bicycle safety and flow.

The sidewalk along Flower Street between 7th and 4th Streets and along 2nd Street at the underground station pedestrian entrances would be maintained or widened. No pedestrian impacts would be expected for these segments of the alignment. At station areas, pedestrian station entrances would be located near major signalized intersections where pedestrian crosswalks are currently in place. A pedestrian connection to Upper Grand Avenue would also be provided from the 2nd/Hope Street station. Potential pedestrian impacts identified under the project would be less than significant.

Proposed stations would be equipped with bike lockers and racks, increasing the bicycle facilities in the area and creating a positive impact. In addition, pedestrian level lighting at stations would improve the attractiveness and perception of safety, specifically in the evening hours, potentially creating a positive effect for patrons and the community.

For these reasons, the Metro Board finds operational impacts related to transit, parking, and pedestrian and bicycle flow would be less than significant.

7.2 Land Use and Development

The Land Use and Development Impacts of the project were evaluated in Sections 4.1 and 4.18 of the Draft EIS/EIR, in Chapter 10 of the Supplemental EA/Recirculated Draft EIR, and in Sections 4.1 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 land use and development if it would: Conflict with regional land use policies;
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect; or
- Conflict with the compatibility of surrounding land uses or adversely affect the development of surrounding land uses within the project area.

Impact. No significant impact to land use and development would occur.

Reference. Final EIS/EIR 4.1.4.5 pg 4-9 – 4-11

Mitigation Measures. None required.

Finding. The introduction of LRT facilities in the project area would not be incompatible with the surrounding retail and dense residential land uses. By improving transit service to major activity centers, the project would be consistent with the stated General Plan goal of focusing growth toward existing high-density areas countywide. The project would also be consistent with the Transportation Element's support of high-capacity transit service between Union Station and the Metro Blue Line. By adding new stations to the downtown area, the project would also make more parcels eligible for density and parking bonuses created by the City of Los Angeles to encourage growth in areas served by transit. For example, the project would also make possible an integrated transit-oriented development at the Mangrove property on the northeast corner of 1st and Alameda Streets. This type of development would be supportive of the City's land use goals of encouraging density near transit stops. For these reasons, the Metro Board finds impacts related to land use would be less than significant.

7.3 Visual and Aesthetic Impacts

The Visual and Aesthetics Impacts of the project were evaluated in Sections 4.4 and 4.18 of the Draft EIS/EIR, in Chapter 10 of the Supplemental EA/Recirculated Draft EIR, and 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).

Impact. 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. Because no impacts are anticipated, no mitigation is required by CEQA; however, the following mitigation measures are hereby adopted by the Board as part of the project because will further reduce less-than-significant impacts and related annoyance to sensitive land uses during construction.

VA-1 Metro shall coordinate with the station area communities to obtain input on the urban design of the project within the community.

VA-2 Urban design measures shall be developed to integrate the light rail transit facilities (stations, portals, entrances, etc.) into each community as appropriate. Designs might address elements such as materials and colors. This process has already begun with community urban design workshops, and Metro shall continue to involve communities in this process. Metro shall coordinate with the City of Los Angeles Department of Planning staff during the design process and regarding urban design elements.

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.

Finding. The Board hereby adopts and incorporates these mitigation measures as part of the approved project.

Most construction would occur below ground, and temporary construction walls would prevent direct public view of construction staging and tunnel boring machine insertion sites. Construction staging areas and associated temporary construction walls would be located on the northern portion of the block bounded by 1st, 2nd, and Alameda Streets, and Central Avenue. Additionally, the Mangrove property would be used as a construction staging location as well as for TBM insertion. These areas would not be visible to anyone but those in the vicinity of this block. In the vicinity of the portal where the train would transition to at-grade, the Los Angeles Hompa Hongwanji Temple, an important community resource, is located at 815 East 1st Street. Construction of the portal within 1st Street would involve cut and cover methods and occur in the vicinity of the temple, which could have moderate potential visual impacts. For the reasons stated above, the Metro Board finds impacts related to scenic resources during construction to be less than significant.

Other than pedestrian access and egress through pedestrian portals, and some ancillary facilities at the proposed underground stations, most operational activities would occur underground, with no degradation of views of historic buildings and little or no contrasting visual conditions. The Broad Art Foundation Museum, which is 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 would be built as part of the project if

one is not already provided. If the plaza is not built, a pedestrian connection (such as a pedestrian bridge) would be constructed as part of the project from the elevator to Upper Grand Avenue; the pedestrian connection would be designed in a manner that would not degrade views of historic buildings and would be compatible with surrounding uses. Roadway and lane reconfigurations would be needed around the 2nd/Hope Street station. The roadway and lane reconfigurations would not degrade views of historic buildings or contrast with visual conditions. In addition, there would be no visual impacts as a result of the new trackway and systems appurtenances, which would be located underground, except where the trackway returns to grade in 1st Street and at the Alameda Street train portal. Portions of the proposed alignment in the vicinity of Little Tokyo, along Alameda Street and east of Alameda Street would have prominent, visible street-level features, including pedestrian entrances to an underground station, and tunnel portals on 1st Street and northeast of Temple and Alameda Streets. Implementation and operation of the project would contribute to the existing urban character and high-density, pedestrian-friendly environment that already exists in downtown Los Angeles. The project would add primarily underground structures and a limited fixed guideway which would not impact scenic resources in the heavily urbanized areas of Little Tokyo or the Arts District. For the reasons stated above, the Metro Board finds impacts related to scenic resources during operation to be less than significant.

During construction, activities occurring aboveground in roadways and along sidewalks would temporarily alter the existing visual character and views along the corridors. Construction staging locations would be visible to nearby land uses and passersby; however, the construction sites themselves would be sheltered from direct public view by temporary construction walls. The project would be constructed in a heavily urbanized environment consisting of high- and mid-rise buildings where construction activities are not uncommon. Project construction would not noticeably reduce visual quality or alter viewing context. For the reasons stated above, the Metro Board finds impacts related to visual character during construction to be less than significant.

The project would add primarily underground structures and a limited fixed guideway which would not impact scenic resources, noticeably reduce visual quality, or alter the viewing context in the heavily urbanized areas of Little Tokyo or the Arts District. Additionally, the project would include streetscape enhancements on the sidewalk of Flower Street between 7th and 4th Streets to facilitate improved pedestrian access to the existing 7th Street/Metro Center Station. As indicated above, the Broad Art Foundation Museum, which is currently under construction, is projected to include a plaza above General Thaddeus Kosciuszko Way connecting to Upper Grand Avenue. If the plaza is not built, a pedestrian connection (such as a pedestrian bridge) would be constructed as part of the project from the elevator to Upper Grand Avenue in a manner that would not degrade views of historic buildings and would be compatible with existing uses. Roadway and lane reconfigurations associated with the 2nd/Hope Street station would not alter the existing visual character, views along the corridors, or intrude on the visual quality of the surrounding neighborhood.

The visual character of the corridor would slightly change with the project. The principal features visible aboveground would be station entrances, some ancillary facilities at stations

(which could include ventilation shafts, fare collection machines, station markers, bike racks, etc.), streetscape enhancements along Flower Street between 7th and 4th Streets, visual alterations in the vicinity of the proposed 1st/Central Avenue station, and the train portals in 1st Street and just east of Alameda Street between Temple and Commercial Streets. Also within the project, antennas may be used as part of the light rail transit communication system. Antennas would not be visible from any historic resource and would not intrude on the visual quality of the surrounding neighborhood. For the reasons stated above, the Metro Board finds impacts related to visual character during operation to be less than significant.

During construction and operation of the project, nighttime lighting would predominantly consist of security lighting at pedestrian portal locations, and light would be directed on-site. As such, nighttime lighting impacts would not be significant during construction. Aboveground structures, including pedestrian portals and one block with at-grade light rail system, would be limited to no more than two stories in height; therefore, the potential for the project to result in increased shading and shadows beyond those currently created by the high- and mid-rise buildings along the alignment corridors would be minimal and no shade or shadow impacts would result. For the reasons stated above, the Metro Board finds impacts related to shade and shadow to be less than significant.

7.4 Air Quality (Operations)

The Air Quality Impacts of the project were evaluated in Section 4.5 of the Draft EIS/EIR, in Chapter 10 of the Supplemental EA/Recirculated Draft EIR, and in Section 4.5 and Chapter 10 of the Final EIS/EIR. 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, the Regional Connector Transit Corridor Project would result in a significant air quality impact if:

- Daily operational emissions were to exceed SCAQMD operational emissions thresholds for VOC, NOx, CO, SO2, PM2.5, or PM10;
- Project-related traffic causes CO concentrations at study intersections to violate the CAAQS for either the one- or eight-hour period. The CAAQS for the one- and eight-hour periods are 20 ppm and 9.0 ppm, respectively;
- The Regional Connector Project would generate significant emissions of Toxic Air Contaminants (TACs); and/or
- The Regional Connector Project would generate objectionable odors affecting a substantial number of people.

Impact. No significant impact form operation emissions would occur.

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

Mitigation Measures. None required.

Finding. The determination of significant impacts within the CEQA analysis of daily, traffic-related operational emissions is based on a comparison to the No Build Alternative, which accounts for regional growth and increases in background traffic that would independently occur from the project. Compared to the No Build Alternative, the daily incremental emissions would either decrease or remain unchanged for all pollutants; thus, all operational emission impacts would be less than significant under CEQA. Overall, vehicular travel would decrease as a result of the project, which would result in a reduction in emissions generated by motor vehicles. This result would be consistent with air quality goals in the region. For these reasons, the Metro Board finds impacts related to operational emissions to be less than significant.

In Chapter 10, it should be noted, the EIS/EIR also evaluated the impacts of the project, focusing on the difference between project and existing (2010) conditions. That section disclosed that construction-related air quality impacts would be similar to those described in Section 4.5 of the EIS/EIR, although the impacts may be slightly worse under existing conditions than forecast against the No Build Alternative. Operational impacts, under either scenario, are expected to be beneficial, in that the project scenario is expected to reduce emissions as compared to either existing conditions or the No Build Alternative. The Board has concluded, however, that the No Build Alternative comparison represents a more accurate portrayal of expected project impacts, and has devised mitigation to address impacts under that scenario for construction-related air quality impacts. Since no adverse operational impacts are expected under any scenario, no mitigation is required.

7.5 Climate Change

The Climate Change Impacts of the project were evaluated in Section 4.6 of the Draft EIS/EIR, in Chapter 10 of the Supplemental EA/Recirculated Draft EIR, and in Section 4.6 and Chapter 10 of the Final EIS/EIR. The EIS/EIR evaluated both short-term impacts of emissions during construction and long-term impacts associated with operations of the project.

The Regional Connector Transit Corridor Project would result in a significant air quality impact if it would:

- Exceed emissions thresholds determined by the lead agency or other applicable adopted state, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.

Impact. No significant impact to climate change would occur.

Reference. Final EIS/EIR 4.6.3.3 pg 4-122.

Mitigation Measures. None required.

Finding. The proposed project would involve construction and operation of a new light rail link between 7th Street/Metro Center Station and the Little Tokyo/Arts District area. This would entail new emissions associated with train operation, powering station facilities, and powering train and system control systems. The regional reduction in greenhouse gas emissions due to traffic congestion relief is greater than the new emissions associated with construction activities

and operation of the light rail transit trains and new facilities. Therefore, the proposed project would result in a regional decrease in greenhouse gas emissions which would be a beneficial impact. For these reasons, the Metro Board finds impacts related to climate change would be less than significant.

7.6 Noise and Vibration

The Noise Impacts of the project were evaluated in Sections 4.7 and 4.18 of the Draft EIS/EIR, in Section 4.7 and Chapter 10 of the Supplemental EA/Recirculated Draft EIR, and 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

Impact. No significant noise impacts to sensitive land uses would occur during construction. Moderate (but not significant) ground-borne vibration could cause annoyance to sensitive land uses during construction.

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

Mitigation Measures. Because no impacts are anticipated, no mitigation is required by CEQA; however, the following mitigation measures are hereby adopted by the Board as part of the project because will further reduce less-than-significant impacts and related annoyance to sensitive land uses during construction.

NV-13 The construction mitigation plan shall prohibit noise levels generated during construction from exceeding the FTA construction noise criteria. This could include prohibiting simultaneous operation of major pieces of construction equipment if simultaneous operation exceeds FTA construction noise criteria. If a noise complaint is filed during project construction, noise monitoring shall be conducted in the vicinity of the area in question. Although it is not expected to do so with the application of appropriate BMPs, if monitored noise levels exceed FTA construction noise criteria, the contractor shall use all or a combination of the following measures 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.

Additionally, the following mitigation measures, needed to address other impacts, which have been adopted by the Board and included as part of the project will also further reduce less-than-significant impacts and related annoyance to sensitive land uses during construction.

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.

Findings. The Board hereby adopts and incorporates these mitigation measures as part of the approved project.

Estimated construction noise levels would not exceed FTA construction noise criteria and for this reason impacts would be less than significant. The contractor would also be responsible for consistency with the goals of the applicable local ordinances as it applies to all equipment on the job or related to the job, including but not limited to trucks, transit mixers or transient equipment that may or may not be owned by the contractor.

In addition, the construction contractor would use best management practices to ensure construction-related noise levels do not exceed FTA construction noise criteria and would also attenuate noise levels generated by construction equipment. Typical types of best management practices the contractor will use, as needed, to be consistent with the goals of the applicable

local ordinances include, but are not limited to, the following: placement of temporary noise barriers around the construction site; placement of localized barriers around specific items of equipment or smaller areas; use of alternative back-up alarms/warning procedures; higher performance mufflers on equipment used during nighttime hours; and portable noise sheds for smaller, noisy, equipment, such as air compressors, dewatering pumps, and generators. It is expected that the contractor will use its best professional judgment in assessing the circumstances in which to employ these practices, but in any event shall employ them in the circumstances noted in Mitigation measure NV-13.

Consistency with the goals of the applicable local ordinances and implementation of best management practices, listed above, would ensure that noise levels associated with construction of the project would not result in a significant adverse impact to sensitive land uses as classified by the FTA (e.g., residences, hospitals, and hotels are Category 2 land uses). Mitigation measures NV-13 through NV-17 have also been incorporated to further ensure that the FTA construction noise criteria is not exceeded. The construction mitigation plan shall prohibit noise levels generated during construction from exceeding the FTA construction noise criteria. This could include prohibiting simultaneous operation of major pieces of construction equipment if simultaneous operation exceeds FTA construction noise criteria. Moderate (but not significant) ground-borne vibration could cause annoyance to sensitive land uses, other than sensitive land uses identified in Section 5.5, during construction. Mitigation measures NV-3 through NV-12 will further reduce annoyance to sensitive land uses caused by ground-borne vibration. For these reasons, the Metro Board finds impacts related to construction noise and annoyance to sensitive land uses (other than sensitive land uses identified in Section 5.5) caused by ground-borne vibration would be less than significant.

7.7 Geotechnical/Subsurface/Seismic/Hazardous Materials

The Geotechnical/Subsurface/Seismic/Hazardous Materials impacts of the project were evaluated in Sections 4.9 and 4.18 of the Draft EIS/EIR, in Chapter 10 of the Supplemental EA/Recirculated Draft EIR, and in Sections 4.9 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, the Regional Connector Transit Corridor Project would have a significant impact if it would pose risks related to

- Inundation by seiche, tsunami, or mudflow;

Or if it would

- Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state; or
- Result in the release or transport of hazardous materials (related to exposure to low level electro magnetic fields).

Impact.

- No impacts related to seiche, tsunami, or mudflow; no impacts related to laws of valuable mineral resources; no impacts related to exposure to love level electro magnetic fields.

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

Mitigation Measures. None required.

Finding. There is also no potential for seiches and tsunamis, as the alignment is more than ten miles from the Pacific Ocean and there are no reservoirs nearby.

Regarding the loss of mineral resources, the project area traverses areas underlain by geologic materials such as sand and gravel that may be considered mineral resources and could be used as construction aggregates. However, these materials have not been previously mined along the project alignment and, given the dense urban environment, are not accessible to be mined.

Low level electro magnetic fields would be generated by overhead catenary lines and traction power substations associated with operation of the project. Compared to overhead power lines which use 400 kV, the light rail transit would use 0.6 kV and produce very weak electro magnetic field, which would be well below exposure guidelines established by the American Conference of Governmental Industrial Hygienists and the International Commission on Non-Ionizing Radiation Protection. In addition, the majority of the project alignment and traction power substation sites would be located underground away from sensitive receptors. Therefore, there would be no impacts from exposure to electro magnetic field.

7.7 Water Resources (Drainage, Hydrology, Water Quality - Operations)

The Water Resources impacts of the project were evaluated in Sections 4.10 and 4.18 of the Draft EIS/EIR, in Chapter 10 of the Supplemental EA/Recirculated Draft EIR, and 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 A significant impact to hydrology and 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 deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table
- 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
- Place within a 100-year flood hazard area structures that would impede or redirect flood flows
- Expose people to a significant risk of loss, injury, or death involving flooding

- Increase the risk of harmful flooding during a 50-year storm

Impact. No significant impacts to drainage and hydrology would occur.

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

Mitigation Measures. None required.

Finding. In the case where construction activities would result in the need to relocate certain drainage infrastructure, temporary lines would be installed during the construction period. Construction of the project would have no significant impact on the overall drainage pattern in the project area.

The proposed alignment is outside of the 100-year flood hazard area; therefore, construction and operation of the projectwould not alter any existing flood zones.

Due to the predominance of impervious surfaces throughout the project area, there is minimal percolation to the underlying groundwater basins. In addition, the alternative is not expected to substantially deplete groundwater supplies or interfere substantially with groundwater recharge and would not affect percolation rates. Therefore, any potential increases in contaminated surface water runoff would have no significant impact on groundwater quality.

Although unlikely during the operation phase of the project, groundwater dewatering and subsequent discharge may occur. The tunnel and underground stations would be constructed to preclude gas leakage or groundwater intrusion into the tunnel using a technique similar to that used for the Metro Gold Line tunnels in Boyle Heights. During operation, in the unlikely event that any water accumulates in the tunnel portions of the alignment, it would be pumped out by sump pumps and treated in accordance with applicable discharge permits before being discharged into the drainage system. Therefore, potential impacts to groundwater would be less than significant.

Operation of the project would likely decrease vehicle miles traveled of personal automobiles throughout the project area. An overall reduction in vehicle miles traveled could decrease the primary pollutants associated with all types of transportation operations such as heavy metals, solvents, and petroleum hydrocarbons. This would be a beneficial impact to surface water quality in the project area.

For these reasons, the Metro Board finds impacts related to drainage, hydrology, and water quality during operation would be less than significant.

7.8 Energy Resources

The Energy Resources Impacts of the project were evaluated in Section 4.11 of the Draft EIS/EIR, in Chapter 10 of the Supplemental EA/Recirculated Draft EIR, and in Section 4.11 and Chapter 10 of the Final EIS/EIR. The EIS/EIR evaluated both short-term impacts of emissions during construction and long-term impacts associated with operations of the project.

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

- Require new (off-site) energy supply facilities and distribution infrastructure or capacity enhancing alterations to existing facilities
- Conflict with adopted energy conservation plans
- Use nonrenewable resources in a wasteful and inefficient manner
- Result in a need for new systems or substantial alterations to power or natural gas

Impact. No significant impacts to energy resources would occur.

Reference. Final EIS/EIR 4.11.3.5 pg 4-233 – 4-235.

Mitigation Measures. None required.

Finding. Construction of the project would result in a temporary energy demand of approximately 4,292 billion British thermal units (BTUs) which would be a temporary impact to energy resources. The air quality construction mitigation measures identified in Chapter 8, MMRP for the project, in the Final EIS/EIR, would ensure that the project would not consume energy resources in a wasteful or inefficient manner. In addition, the proposed project would result in long-term, beneficial decreases in energy use in the region. Given the long-term, beneficial decreases in energy use from implementation of the project, potential construction-related impacts would be less than significant.

Total operational energy consumption at build out of the project would be greater than that of existing (2009) conditions. However, this increase results from increased regional traffic unrelated to the project. The project would reduce vehicle miles traveled and result in an annual decrease in energy consumption. Total annual net savings from operations under the project would be approximately 635 billion BTUs (equivalent to an annual energy savings of approximately 109,500 barrels of oil). This potential impact to energy resources in the region would be beneficial.

Since the project would result in a beneficial energy impact, new (off-site) energy supply facilities, distribution infrastructure, capacity enhancing alterations to existing facilities, or new systems or substantial alterations to power or natural gas would not be required. Therefore, impacts to these facilities would be less than significant.

For these reasons, the Metro Board finds impacts related to energy resources would be less than significant.

7.9 Cultural Resources – Built Environment

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.

Impact. No significant impact in regards to new portal construction would occur.

Reference. Final EIS/EIR 4.12.1.3.5 pg 4-267 – 4-280.

Mitigation Measures. None required.

Finding. Construction of a portal would not constitute a substantial adverse change that would impair the significance of historical resources. The change in setting created by the portal would not diminish the integrity of the resources' significant historic features. For this reason, the Metro Board finds that construction of the portal would have a less than significant impact upon historical resources.

7.10 Parklands and Other Community Facilities

The Parklands and Other Community Facilities impacts of the project were evaluated in Section 4.13 of the Draft EIS/EIR, in Chapter 10 of the Supplemental EA/Recirculated Draft EIR, and in Section 4.13 and Chapter 10 of the Final EIS/EIR. The EIS/EIR evaluated both short-term impacts of construction and long-term impacts associated with operations of the project.

The Regional Connector Transit Corridor Project would have a significant impact on parklands if it would:

- Result in substantial adverse physical impacts from new or physically altered government facilities, need for new or physically altered government facilities, and construction that could cause significant environmental impacts to maintaining acceptable service ratios, response times, or other performance objectives for parks.
- Increase the use of existing neighborhood and regional parks or other regional facilities to the extent that substantial physical deterioration of the facility would occur or be accelerated.
- Include recreational facilities or require construction or expansion of recreational facilities that might have a physical effect on the environment.

A significant impact to community/public facilities would occur if the Regional Connector Transit Corridor Project would:

- Result in substantial adverse physical impacts associated with providing new or physically altered governmental facilities, need for new or physically altered governmental facilities, and construction that could cause significant environmental impacts to maintaining acceptable service ratios, response times, or other performance objectives for police protection, fire protection, schools, or other public facilities.
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Impact. No significant impacts to parklands and other community facilities would occur.

Reference. Final EIS/EIR 4.13.3.5 pg 4-343 – 4-345.

Mitigation Measures. Because no impacts are anticipated, no mitigation is required by CEQA; however, the following mitigation measures are hereby adopted by the Board as part of the

project because will further reduce less-than-significant impacts and related annoyance to sensitive land uses during construction.

PC-1 Where feasible, temporary restriping of the roadway to maximize the vehicular capacity at locations affected by construction closures shall be performed. Metro shall provide notices of closures and relocations on its website, smart phone apps, and other modes typically used to communicate service announcements.

PC-2 Where feasible and necessary, temporary removal of on-street parking to maximize the vehicular capacity at locations affected by construction closures shall be performed. Where temporarily eliminated, parking spaces will be restored to their prior striped or signed condition at the conclusion of the construction period.

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.

CN-1 Accessible detours shall be provided whenever possible. Detours shall be compliant with 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-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 the 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 Department of Transportation Traffic Manual, Section 10-07.3, Warrants for Adult Crossing Guards, and as appropriate to maintain traffic flow during construction.

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 Regional Connector Community Leadership Council in developing the construction mitigation plan. The Regional Connector Community Leadership Council shall consist of representatives from all parts of the alignment area. Metro shall work with the Regional Connector Community Leadership Council in developing the outreach plan.

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 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.

DR-6 Metro shall maintain access to the Little Tokyo Library and other community facilities at all times during construction.

EJ-1 The temporary displacement of three bus loading spaces on Alameda Street for the Japanese American National Museum shall be replaced nearby for the duration of construction activities. Metro shall work with the Japanese American National Museum to confirm locations of temporary loading spaces.

Finding. The Board hereby adopts and incorporates these mitigation measures as part of the approved project.

The project would not result in direct or indirect impacts (i.e., acquisition or easement) to any parkland or recreational resource. Although most construction and operation of the project would be underground, several public service and educational facilities could experience potential impacts during construction. However, these impacts would be temporary and not significant. Pedestrian and vehicle access (including parking) could be affected at the Geffen Contemporary at the Museum of Contemporary Art, the Japanese American National Museum, the future Broad Art Foundation Museum (currently under construction), and Walt Disney Concert Hall temporarily during construction. However, access to the facilities would be maintained throughout construction, though detours or alternate access routes may be needed The project would result in a beneficial impact by potentially making the parklands and community facilities adjacent to the alignment more accessible. However, the alternative would not increase the use of existing parklands and other community facilities to the extent that substantial physical deterioration of the facility would occur or be accelerated or require the construction or expansion of parklands and other community facilities. The project would not affect adopted emergency response or emergency evacuation plans or expose people or structures to a significant risk of loss, injury, or death. Impacts on emergency vehicle response times are not anticipated. For these reasons, the Metro Board finds impacts related to parklands and other community facilities would be less than significant.

7.11 Economic and Fiscal Impacts

The Economic and Fiscal impacts of the project were evaluated in Sections 4.14 and 4.18 of the Draft EIS/EIR, in Chapter 10 of the Supplemental EA/Recirculated Draft EIR, and in Sections 4.14 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. That said, economic and social impacts of proposed projects are typically outside CEQA's purview. (CEQA Guidelines section 15131.) Only when there is evidence that economic and social effects caused by a project could result in a reasonably foreseeable indirect environmental impact, such as urban decay or deterioration, then the CEQA lead agency is obligated to assess this indirect environmental impact. (*Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184, 1205-1207.)

Metro evaluated the economic and fiscal impacts of the project in part due to the obligations to satisfy the requirements of the National Environmental Policy Act (NEPA), and in part to consider whether any physical impacts were reasonably foreseeable indirect environmental impacts related to economic and social effects of the project. In the absence of specific thresholds of significance for economic impacts, CEQA guidelines encourage each public agency to develop its own set of thresholds. The following thresholds of significance for the purposes of CEQA were applied in the analysis of economic and fiscal impacts of the Regional Connector Transit Corridor Project alternatives.

- The alternative would substantially reduce the amount or value of taxable property in the project area.
- Construction of the alternative would have substantial, adverse effects on businesses along the alignment.

Impact. No significant impacts related to displaced parking, property tax, or employment opportunities would occur.

Reference. Final EIS/EIR 4.14.3.5 pg 4-356 – 4-358.

Mitigation Measures. None required.

Finding. Approximately 13 on-street parking spaces would be displaced under the project which would result in a less than significant impact to businesses.

Property tax losses for the project would be approximately $179,692. Property tax revenue losses would equal approximately 0.74 percent of the $24,365,168 property tax base of properties that directly abut the proposed alignment. This loss would result in a less than significant impact and would be offset by increasing property values near stations.

Higher capital costs associated with the project could induce a total economic output of over $2.2 billion and create 16,469 direct and indirect jobs during construction with an increase in state and local tax revenues of over $93 million. The estimated increase in employment opportunities is within projected levels of growth for the project area and would result in a beneficial impact.

For the reasons stated above, the Metro Board finds that impacts related to displaced parking, property tax, or employment opportunities would be less than significant.

7.12 Growth-Inducing

The Growth-Inducing impacts of the project were evaluated in Section 4.16 of the Draft EIS/EIR, in Chapter 10 of the Supplemental EA/Recirculated Draft EIR, and in Section 4.16 and Chapter 10 of the Final EIS/EIR. The EIS/EIR evaluated both short-term impacts of construction and long-term impacts associated with operations of the project.

A growth-inducing impact is considered to be significant under CEQA if the proposed project has the potential to induce substantial population growth in an area, either directly through new homes or business or indirectly by creating new infrastructure that could support new homes or businesses.

Impact. No significant growth-inducing impacts would occur.

Reference. Final EIS/EIR 4.16.3.5 pg 4-380 – 4-381.

Mitigation Measures. None required.

Finding. The proposed project would provide a linkage in the regional transportation network, thereby increasing overall system efficiency. The project would not include a housing element that would directly induce growth and it would not substantially change land use and development patterns at the regional scale. Therefore, the project would not directly induce population growth. At the regional level, the proposed project would reduce the need to make several transfers to get from one destination to another, resulting in increased efficiency of travel between the San Gabriel Valley and the Westside or Long Beach. The areas along these routes are fully urbanized so it would be unlikely that the increased regional connectivity would induce housing construction.

The proposed project, combined with supportive public policies, plans, and favorable real estate conditions, could attract transit-supportive development, including employment opportunities, higher-density residential development, and new services and amenities. The pattern of land development could be affected by a greater concentration and intensity of land use activities along the proposed route and particularly along the station areas, making secondary land use impacts most notable close to stations. Even with no change in public policy, some changes in land use may potentially occur as a result of the proposed project; however, these changes would largely represent a redistribution of growth rather than an increase.

Under the project, the indirect impacts on neighborhoods would generally be positive. Station areas could become centers of neighborhood activity and investment and, therefore, could boost neighborhood social cohesion and improve economic conditions for commercial buildings within the corridor and, in particular, those adjacent to the stations. The Regional Connector could also encourage additional growth of existing street level retail uses in both downtown and Little Tokyo.

The project would not remove any barriers to growth, or otherwise directly or indirectly induce growth. The project would likely complement patterns of growth along the transit corridor, most notably in the proposed station areas. The most likely outcome would be an acceleration and/or redistribution of currently planned growth near the eastern end of the alignment. This potential impact would not be significant.

The project would not directly induce growth and would not indirectly induce new growth. Therefore, for the reasons stated above, the Metro Board finds that growth-inducing impacts would be less than significant.

8 CUMULATIVE IMPACTS

The cumulative impacts of the project were evaluated in Section 4.19 of the Draft EIS/EIR, in Chapter 10 of the Supplemental EA/Recirculated Draft EIR, and in Section 4.19 and Chapter 10 of the Final EIS/EIR.

The following are known large projects that will be completed through the year 2035:

- Metro Gold Line Eastside Extension from Union Station to East Los Angeles and I-605
- Eastside Four Quadrant Gate Project
- Metro Expo Line from 7th Street/Metro Center Station to the City of Santa Monica
- Flower Street Fire/Life/Safety Project
- Congestion Reduction Demonstration Program
- SR 110 Auxiliary Lanes
- Angels Flight Railway Rehabilitation
- Eastside Light Rail Pedestrian Linkages
- Fashion District Streetscape Phase II
- Downtown Los Angeles Alternative Green Transit Modes Trial Program
- Little Tokyo Pedestrian Linkages
- East Downtown Truck Access Improvements
- Route 101 Southbound Improvements
- Route 101 Pedestrian Bridge Enhancement

The following two projects are not currently included in the regional transportation plans listed above; however, these projects are in some stage of planning and could potentially occur during the construction period for the Regional Connector project.

- Resurrection of the Red Car Trolley Services in the Downtown Los Angeles Area
- Broadway Transit Mall

As such, they were included in the analysis of cumulative impacts for the project.

Section 4.19 Cumulative Impacts of the Final EIS/EIR indicates the potential cumulative impacts in the areas With incorporation of possible mitigation measures, construction of the LPA could still result in a considerable contribution to cumulative construction impacts associated with bus transit, traffic circulation, and pedestrian and bicycle movements as well as air quality during construction. All remaining cumulative environmental resources were either found to not be cumulatively significant or that the project's contribution was not cumulatively considerable.

8.1 Transportation

Construction for the project would include relocation of utilities and construction of three cut and cover stations and the proposed portals east of Alameda Street. This would require temporary closure of lanes on Flower Street, Hope Street in the vicinity of General Thaddeus Kosciuszko Way, Alameda Street, and 1st and 2nd Streets, reducing roadway capacity and potentially modifying existing traffic patterns as drivers bypass congested areas. Travel times for both Metro and non-Metro buses along these roadways would be impacted. The Alameda Street portal north of Temple Street would reduce roadway capacity for extended time periods during construction. One through travel lane in each direction would be maintained between Aliso Street and 2nd Street. Outside of this area, all three through travel lanes in both directions on Alameda Street would remain open, but would still be subject to shorter-term intermittent closures. As a result of this configuration, the two-way left turn median in the mid-block area and the exclusive right and left turn lanes at the southbound intersection approach with Temple Street would be temporarily removed. Travel times for buses operating along this segment of Alameda Street would be expected to increase due to the potential for increased traffic congestion. Additionally, one eastbound travel lane and one westbound travel lane on 1st Street between Alameda Street and Garey Street would need to be closed during construction. This may cause queues, although two lanes of the 1st Street Bridge are currently closed for bridge widening and the roadway still typically operates without queuing.

The project includes cut and cover construction along segments of Flower Street, as well as at the 1st/Central Avenue station and along 2nd Street west of Little Tokyo. Construction activities in all of these locations may require temporary sidewalk closures, which would impact pedestrian flow. During construction of the proposed Alameda Street portal north of Temple Street, roadway capacity would be reduced for extended time periods and the sidewalk on the east side of Alameda Street would be eliminated, impacting both pedestrian and bicycle flow.

Despite mitigation, the project would result in a considerable contribution to cumulative impacts to traffic, transit, bicycle, and pedestrian circulation temporarily during construction. It would also result in a considerable contribution to cumulative traffic circulation impacts during operation.

8.2 Land Use

It is anticipated that the project and other transit projects currently underway or planned for the future would support increases in transit ridership, which would be a cumulatively beneficial impact on land use. Many new commercial and residential developments are planned in the project area on sites that are currently occupied by surface parking lots, and the project would help offset the effects of these land use changes by providing a better alternative to driving.

8.3 Displacement and Relocation

The Regional Connector would provide new non-auto access to the area, and partially offset the parking demand in the area. With implementation of mitigation measures, the project would not result in a considerable contribution to a cumulative impact.

8.4 Community and Neighborhood Impacts

The project could result in a potentially adverse impact to traffic patterns and make it more difficult for the public to access certain community resources like the JANM and The Geffen Contemporary at the Museum of Contemporary Art building; however, this would not result in a considerable contribution to a cumulative impact. Closures and traffic detours could also reduce mobility for pedestrian and vehicle traffic in all neighborhoods in the project area, which could be a potentially adverse impact. This also would not result in a considerable contribution to a cumulative impact. The introduction of construction employees into the area who could potentially be new customers of neighborhood restaurants and retail establishments could lessen the impact from a decrease in accessibility to many businesses and a greater impact to on-street and off-street parking than. This would not result in a considerable contribution to a cumulative impact. Displaced businesses would include Señor Fish, Weiland Brewery, and The Spice Table in Little Tokyo which could indirectly affect the viability of surrounding businesses because less people could be drawn to the general area which could be a potentially adverse impact. None of the impacts listed would result in a considerable contribution to a significant cumulative impact.

8.5 Visual and Aesthetic Impacts

Construction and operation of the project would not result in significant impacts to scenic resources, existing visual character, nighttime lighting or shade and shadows. Therefore, the project would not contribute to cumulative scenic resources, visual character, nighttime lighting or shade and shadow impacts.

8.6 Air Quality

Regional construction emissions of NOx, VOC, and CO would be significant even with incorporation of mitigation measures. Therefore, construction of the project would still result in a considerable contribution to cumulative air quality impacts associated with regional construction emissions. That said, although regional construction emissions under the LPA would be significant and unavoidable, operation of this alternative would reduce regional vehicle miles traveled, which would reduce emissions generated by motor vehicles and provide a net beneficial impact to air quality.

8.7 Climate Change

The regional reduction in greenhouse gas emissions due to traffic congestion relief is greater than the new emissions associated with construction activities and operation of the light rail transit trains and new facilities. Therefore, the proposed project would result in a regional decrease in greenhouse gas emissions which would be a beneficial impact. Therefore, construction of the project would not contribute to significant cumulative climate change impacts

8.8 Noise and Vibration

During construction of the project, potential noise impacts to sensitive land uses would not be significant. During construction, ground-borne vibration and ground-borne noise generated by

the tunnel boring machine would result in potentially significant impacts to office uses in the Japanese Village Plaza; the Hikari Lofts, and the Nakamura Tetsujiro Building. Ground-borne noise generated by the tunnel boring machine and the delivery trains would result in a potentially significant ground-borne noise impact to the Walt Disney Concert Hall and the Broad Art Foundation Museum, currently under construction. With implementation of mitigation measures, potential ground-borne vibration and ground-borne noise impacts during construction would be less than significant under CEQA at the locations identified above. All other noise and vibration impacts associated with construction of the project would not be significant. Therefore, construction of the project would not contribute to potentially significant cumulative noise or vibration impacts.

Ground-borne noise generated by light rail transit vehicle pass-bys associated with operation of the project would result in potentially significant impacts at the Walt Disney Concert Hall, Hikari Lofts, office uses in the Japanese Village Plaza, the Nakamura Tetsujiro Building, and the Broad Art Foundation Museum, currently under construction. With implementation of mitigation measures, potential ground-borne noise impacts to the Walt Disney Concert Hall, the Hikari Lofts, office uses in the Japanese Village Plaza, the Nakamura Tetsujiro Building, and the Broad Art Foundation Museum, currently under construction would be reduced to less than significant. All other noise and vibration impacts associated with operation of the project would be less than significant. Therefore, operation of the project would not contribute to potentially significant cumulative noise or vibration impacts.

8.9 Ecosystems and Biological Resources

Construction activities associated with future projects within the project area have the potential to affect migratory birds if nesting habitat is disturbed during the breeding season. Other ongoing and future construction projects in the project area would be required to implement mitigation measures to address any potential impacts to migratory birds either under the Migratory Bird Treaty Act or the California Fish and Game Code. Therefore, cumulative impacts would be less than significant with respect to biological resources.

8.10 Geotechnical/Subsurface/Seismic/Hazardous Materials

There is the potential for cumulative impacts associated with hazards and hazardous materials from the project. A number of related construction projects have been identified and some of those projects could involve ground-disturbing construction where there is potential to encounter hazardous materials in soil and/or groundwater. In addition, other construction activities in the project area may entail building demolition, with the potential for release of asbestos fibers from asbestos containing materials and lead particles from lead-based paint. The additive effect of ongoing and future activities could result in cumulative impacts to human health or the environment through release of hazardous materials. Implementation of mitigation measures along with compliance with applicable hazardous waste laws and regulations would ensure the project would not result in a considerable contribution to significant cumulative impacts.

8.11 Water Resources

With regard to cumulative impacts, each of the reasonably foreseeable concurrent projects would be subject to applicable water quality regulations and each would be required to prepare a SWPPP for construction activities, incorporate best management practices to control pollutant discharges, and operate in compliance with Chapter 13.29, Stormwater and Urban Runoff Pollution Prevention Control and Standard Urban Stormwater Management Plan. Also, it is not

expected that any of the cumulative projects would result in a substantial change to the amount of impervious land cover in the project area, or a substantial alteration of the drainage systems. Overall, construction and operation of the project would not make a considerable contributution to significant cumulative water quality, hydrology, and/or drainage impacts.

8.12 Energy Resources

The Los Angeles Department of Water and Power is working to develop new renewable energy and energy efficient resources. This project alternative, and other potential projects in the area, would be consistent with applicable energy efficiency guidance set by the Los Angeles Department of Water and Power. Therefore, this project and other potential projects in the area would not conflict with adopted energy conservation plans or use nonrenewable resources in a wasteful and inefficient manner. Potential cumulative impacts related to construction would be less than significant.

The Los Angeles Department of Water and Power predicts increases in electricity demand over the next decade. The Los Angeles Department of Water and Power has increased its ability to serve the area by adding new facilities and increasing and diversifying its energy supplies. The Los Angeles Department of Water and Power is committed to increasing electricity generation from renewable energy sources and ensuring a reliable flow of electricity to users in its service area. The project would not contribute to a potential significant cumulative impact during operation, given that operation of the project would result in a beneficial energy impact.

8.13 Cultural Resources/Archaeology/Paleontology

The property acquisition and subsequent demolition of the S. Kamada Restaurant, Atomic Café, Señor Fish, and Coast Imports building would constitute a substantial adverse change that would impair the significance of the historical resource. With full implementation of mitigation measure, this impact may be mitigated to a less than significant level; however, this cannot be guaranteed as noted above and therefore this impact could remain significant and unavoidable. Nevertheless, the significant direct impact is not expect to contribute considerably to a significant cumulative impact.

Construction of the portal would not constitute a substantial adverse change that would impair the significance of historical resources. Construction of the portal would not result in a considerable contribution to a significant cumulative impact.

Accordingly, the project would not result in a considerable contribution to significant cumulative impacts in regard to differential settlement.

8.14 Parklands and Other Community Facilities

Although most construction and operation of the project would be underground, several public service and educational facilities could experience potential impacts during construction. However, these impacts would be temporary and not significant and would not result in a considerable contribution to a significant cumulative impact.

Pedestrian and vehicle access (including parking) could be affected at the Geffen Contemporary at the Museum of Contemporary Art, the Japanese American National Museum, the future Broad Art Foundation Museum (currently under construction), and Walt Disney Concert Hall temporarily during construction. However, access to the facilities would be maintained throughout construction, though detours or alternate access routes may be needed. Impacts would be temporary and would not significantly affect the amenities or access to facilities; therefore these impacts would not result in a considerable contribution to a significant cumulative impact.

8.15 Economic and Fiscal Impacts

Related projects could be under construction during the same time as the proposed alternative and could result in cumulative economic or fiscal construction impacts. With implementation of mitigation, construction of the project would not result in a considerable contribution to significant cumulative economic or fiscal construction impacts. Project operational impacts would be less than significant, and would not a considerable contribution to significant cumulative, adverse, economic, or fiscal operational impacts.

8.16 Safety and Security

As with the proposed project, other projects within the area of influence of this proposed alternative would address safety and security of pedestrians and motorists accessing the developments. From a cumulative perspective, potential impacts associated with the project would be mitigated to a less than significant level and the project would not have a considerable contribution to significant cumulative impacts on the safety and security environment in the project area during both construction and LRT operation.

8.17 Growth-Inducing

The project would not directly induce growth and would not indirectly induce new growth. Therefore, the project would not result in a considerable contribution to significant cumulative growth-inducing impacts.

9 ALTERNATIVES AND MITIGATION MEASURES

The potential project Alternatives were evaluated in Chapters 2 and 6 of the Draft EIS/EIR and Chapters 2 and 6 of the Final EIS/EIR.

9.1 Prior Analysis of Alternatives

The Regional Connector Transit Corridor alternatives presented in the EIS/EIR build on prior planning studies and projects from the past two decades. In particular, the early studies from 1988 to 1993 focused on extending the Metro Blue Line (light rail line) to Pasadena. The Metro Blue Line currently extends from downtown Los Angeles to Long Beach. This project was later constructed as the Metro Gold Line from Union Station to Pasadena, with the connection to the Metro Blue Line at 7th Street/Metro Center Station deferred to a later time. The Metro Expo Line

(light rail line), which will extend from downtown West Los Angeles to Santa Monica, was not included in those studies, as it was not yet in the planning stages.

In addition, the Eastside Extension portion of the Metro Gold Line (light rail line), which extends from downtown Los Angeles to East Los Angeles, was initially approved as an extension of the Metro Red Line (a heavy rail subway system). The Metro Red Line currently extends from downtown Los Angeles to North Hollywood. The proposed extension to East Los Angeles was later re-scoped to the currently operating Metro Gold Line to East Los Angeles light rail system. These earlier studies did not account for the benefits of a cross-county east-west light rail service, and instead focused on the north-south route from Long Beach to Pasadena.

The Regional Connector Transit Corridor would provide the benefits of both north-south as well as east-west routes. Later studies, from 2004 onward, including the recent Regional Connector Alternatives Analysis, focused on both the north-south and east-west routes, and called for a connection between Union Station and 7th Street/Metro Center Station.

The Metro Board of Directors authorized the Regional Connector Transit Corridor project to proceed into the Draft EIS/EIR phase in February 2009. Regional plans and funding measures that identify the Regional Connector Transit Corridor include the Southern California Association of Governments Regional Transportation Plan, the Metro Long Range Transportation Plan, and Measure R.

Following the 45-day comment period for the Draft EIS/EIR, from September 3, 2010 to October 18, 2010, the Metro Board of Directors designated an LPA and authorized the Regional Connector Transit Corridor project to proceed into the Final EIS/EIR phase. Metro subsequently published a Supplemental EA/Recirculated Draft EIR Sections document to formally introduce refinements made to the project since publication of the Draft EIS/EIR. The 45-day comment period for the Supplemental EA/Recirculated Draft EIR Sections document ran from July 22, 2011 to September 6, 2011.

9.2 Findings for Environmentally Superior Alternative

Section 15126.6(e)(2) of the CEQA Guidelines requires that an environmentally superior alternative be identified among the selected alternatives. The following alternatives were evaluated in this EIS/EIR for potential environmental, economic, and social impacts:

- No Build Alternative
- TSM Alternative
- At-Grade Emphasis LRT Alternative
- Underground Emphasis LRT Alternative
- Fully Underground LRT Alternative – LPA (referred to herein as the project)

All three of the build alternatives consist of light rail transit tracks, stations, and associated facilities. Each of the build alternatives were designed as a double-track system (one track in

each direction) to accommodate the anticipated frequency of train traffic. Alternatives range in length between 1.6 and 1.9 miles and include either three or four new stations. A goal of Metro is to be the transportation industry leader in maximizing sustainability efforts and its benefits for Los Angeles County's people, economy, and the environment. The Regional Connector project would also be designed and constructed in accordance with Metro's sustainability goal.

The No Build Alternative would result in the fewest impacts, and would be the environmentally superior alternative. However, neither the No Build Alternative nor the TSM Alternative meet the purpose and need of the Regional Connector Transit Corridor Project. Of the remaining alternatives, the Fully Underground LRT Alternative would result in the fewest environmental impacts and would best meet the purpose and need of the project. Therefore, this alternative was designated by the Metro Board as the LPA, to be evaluated in greater detail in the Final EIS/EIR.

Reference. Final EIS/EIR Executive Summary pg ES 5-15.

9.3 No Build Alternative

The No Build Alternative is the future scenario without the TSM or any of the proposed build alternatives. The No Build Alternative does not include any major service improvements or new transportation infrastructure beyond what is listed in Metro's 2009 LRTP.

By 2035, the Metro Expo Line to Santa Monica, Metro Purple Line to Westwood, Metro Crenshaw Line, Metro Green Line to the South Bay and Los Angeles International Airport and the Metro Gold Line to Azusa (which will ultimately run to Montclair) and the San Gabriel Valley will have opened, and a number of bus routes will have been reorganized and expanded to provide connections with these new rail lines. The transit network within the project area would otherwise be largely the same as it is now.

The anticipated light rail, heavy rail, bus, and commuter rail transit services for the year 2035 No Build Alternative are described in the following sections. Some of these projects are proposed to be funded by Measure R and FTA and are planned to be implemented within the 2035 timeframe, but could be delayed due to unforeseen circumstances.

Findings for the No Build Alternative

The Metro Board finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the No-Build Alternative identified in the FEIS/FEIR (CEQA Guidelines section15091(a)(3)).The No Build Alternative would not result in significant environmental impacts, however it would not generate the beneficial mobility improvements, livability improvements, or enhanced transit service that the build alternatives would provide. Mobility in downtown Los Angeles and across the region would continue to deteriorate due to worsening traffic conditions. The No Build Alternative would also lack the economic development opportunities associated with the build alternatives, particularly in the Financial District, Historic Core, and Little Tokyo areas. Transit trip times and connectivity would not improve, and two transfers would continue to be required for many rail trips passing through

downtown Los Angeles, thus keeping the system less attractive to potential riders. Therefore, the No Build Alternative would not be consistent with the goals and objectives for the Regional Connector Transit Corridor Project, as identified through the extensive studies and public participation in the area, and documented in the Statement of Purpose and Need.

Reference. Final EIS/EIR _Chapter 3_____ pg _3-23 – 3-27_____.

9.4 Transportation System Management Alternative

The TSM Alternative includes all of the provisions of the No Build Alternative, plus two new express shuttle bus lines linking the 7th Street/Metro Center and Union Stations. These buses would run frequently, just a few minutes apart, especially during peak hours. Enhanced bus stops would be located every two to three blocks, so as to maximize coverage of the area surrounding the routes. Rail service would remain the same as described for the No Build Alternative.

The two routes are described below:

- Upper Grand Route: From the 7th Street/Metro Center Station, buses would proceed east on 7th Street, north on Olive Street, west on 5th Street, north on Grand Avenue, east on Temple Street, and then north on Los Angeles Street to Union Station. As a variation, buses could use Alameda Street between Temple Street and Union Station to allow a stop at Temple and Alameda Streets, near the Little Tokyo/Arts District Station. The alignment is assumed to follow the same route as part of the existing LADOT DASH Route B service, proceeding from the 7th Street/Metro Center Station to Union Station using Grand Avenue, Temple Street, and Los Angeles Street. Shuttle buses would provide coverage of the Bunker Hill and Civic Center areas.

- Lower Grand Route: This route would utilize the existing northbound bus-only lanes on Figueroa Street, and mixed flow lanes on 2nd and 3rd Streets, which are lightly used by other bus lines. From the 7th Street/Metro Center Station, buses would proceed north on Figueroa Street, west on 2nd Street, and north on Alameda Street to Union Station. To return to 7th Street/Metro Center Station, buses would travel south on Alameda Street, west on 3rd Street, and south on Flower Street. The alignment passes by both the Little Tokyo/Arts District Station and Union Station, and provides good coverage of Little Tokyo and the southern edge of the Civic Center.

Findings for the TSM Alternative

The Metro Board finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the TSM Alternative identified in the FEIS/FEIR (CEQA Guidelines section 15091(a)(3)).The TSM Alternative would achieve some goals of the Regional Connector Transit Corridor Project, such as improving transit service in the downtown area. However, it would not reduce transfers on the rail system, or improve transit trip times for riders traveling through downtown Los Angeles. The TSM Alternative shuttle buses may be convenient for riders making short trips within downtown Los Angeles, but short trip service is already provided by the LADOT DASH system. Mobility improvements, economic development

opportunities, and livability enhancements would be minimal due to the relatively low capacity of shuttle bus service and the lack of strong connections to the rail network. Transit trip times and connectivity would not improve, and two transfers would continue to be required for many rail trips passing through downtown Los Angeles, thus keeping the system less attractive to potential riders. The TSM Alternative would also result in the greatest permanent air quality impacts of all of the alternatives. The TSM Alternative would not be consistent with the goals and objectives for the Regional Connector Transit Corridor Project, as identified through the extensive studies and public participation in the area, and documented in the Statement of Purpose and Need. The TSM Alternative would also not meet the financial goals of the project. It would have significant operating and maintenance costs on an annual basis, more than for any of the build alternatives and double that for the project.

Reference. Final EIS/EIR Chapter 6 pg _6-32 – 6-33; Draft EIS/EIR Chapter 6 pg. 6-24 to 6-25.

9.5 At-Grade Emphasis LRT Alternative

The At-Grade Emphasis LRT Alternative would provide a direct connection from the existing underground 7th Street/Metro Center Station to the Metro Gold Line at Temple and Alameda Streets with three new station locations. This alignment includes a combination of underground and at-grade segments, with 46 percent of the route underground. New stations would serve the Civic Center, Grand Avenue, and the Financial District. Portions of 2nd Street along the alignment would be converted to a pedestrian-friendly transit mall. To implement the project, the number of traffic lanes and on-street parking spaces would be reduced on 2nd Street between Figueroa and Los Angeles Streets. Roadway capacity along adjacent streets such as 1st and 3rd Streets would remain unchanged, as with the No Build Alternative.

Findings for the At-Grade Emphasis LRT Alternative

The Metro Board finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the At-Grade Emphasis LRT Alternative identified in the FEIS/FEIR (CEQA Guidelines section 15091(a)(3)). The At-Grade Emphasis LRT Alternative would meet most of the purpose and need goals of the project. However, it would result in the greatest permanent traffic circulation impacts of any of the alternatives. Community input throughout the environmental process has continuously supported alternatives that are underground. The At-Grade Emphasis LRT Alternative would include construction of an underpass, rail junction, and pedestrian bridge at the intersection of Temple and Alameda Streets, which the Little Tokyo community has indicated would be detrimental to the community and would enhance the divisive effect of Alameda Street. The alternative would result in the fewest displacements, but would require alteration of the 2nd Street Tunnel, which would constitute use under Section 4(f) of the United States Department of Transportation (USDOT) Act of 1966. Since both the Underground Emphasis LRT Alternative and the project exist as feasible and prudent avoidance alternatives, Section 4(f) requires that the At-Grade Emphasis LRT Alternative not be pursued.

The At-Grade Emphasis LRT Alternative would also not meet several of the financial goals of the project as well as the approved project. The At-Grade Emphasis LRT would create fewer jobs (roughly 10,000 fewer) than the other build alternatives, including the project. It would also have the greatest annual operating costs of any of the build alternatives, nearly double that of the project.

Reference. Final EIS/EIR Chapter 6 pg 6-32-6-33; Draft EIS/EIR Chapter 6 pg. 6-24 to 6-25.

9.6 Underground Emphasis LRT Alternative

The Underground Emphasis LRT Alternative would provide a direct connection from 7th Street/Metro Center Station to the Metro Gold Line tracks at the Little Tokyo/Arts District Station with three new station locations. The alignment would extend underground from the 7th Street/Metro Center Station beneath Flower Street to 2nd Street. The tracks would then proceed east underneath the 2nd Street Tunnel and 2nd Street to a new portal on the parcel bounded by 1st Street, Alameda Street, 2nd Street, and Central Avenue. It is anticipated that some of this parcel would need to be acquired to construct the portal and stage construction of the tunnels beneath 2nd Street. The new tracks would then connect to the tracks of the Metro Gold Line at-grade. The Underground Emphasis LRT Alternative would be entirely located underground except for a single at-grade crossing at the intersection of 1st and Alameda Streets. The tracks would cross in the same type of three-way junction as proposed for the At-Grade Emphasis LRT Alternative.

Findings for the Underground Emphasis LRT Alternative

The Metro Board finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the Underground Emphasis LRT Alternative identified in the FEIS/FEIR (CEQA Guidelines section 15091(a)(3)).The Underground Emphasis LRT Alternative would meet most of the purpose and need goals of the project. It would result in fewer traffic impacts than the TSM and At-Grade Emphasis LRT Alternatives, though it would require construction of an underpass, rail junction, and pedestrian bridge at the intersection of 1st and Alameda Streets, which the Little Tokyo community has indicated would be detrimental to the community and would enhance the divisive effect of Alameda Street. It would also require acquisition of nearly the entire block bound by 1st Street, Alameda Street, 2nd Street, and Central Avenue for permanent use as a rail portal, which the Little Tokyo community has opposed as detrimental to community cohesion and local businesses.

The Underground Emphasis LRT Alternative would also not meet at least one of the financial goals of the project as well as the approved project. The alternative would create fewer jobs (roughly 2,700 fewer) than the project.

Reference. Final EIS/EIR Chapter 6 pg 6-32- 6-33 Draft EIS/EIR Chapter 6 pg. 6-24 to 6-25.

9.7 Fully Underground LRT Alternative – LPA or project

On October 28, 2010, the Metro Board of Directors concurred with staff's recommendation to designate the Fully Underground LRT Alternative as the LPA. The LPA has since been refined as part of the preliminary engineering phase of the project, as reported in the July 22, 2011 Supplemental EA/Recirculated Draft EIR Sections. The LPA is essentially the same configuration as the Underground Emphasis LRT Alternative, except that this alternative does not include the Flower/5th/4th Street station. The rail junction at 1st and Alameda Streets would be located underground instead of at street level. To the east and north of the junction, tracks would rise to the surface through two new portals in order to connect to the existing Gold Line. The portals would be located on the northeast corner of 1st and Temple Streets, and in the median of 1st Street between Alameda and Garey Streets.

The alignment would extend underground from the 7th Street/Metro Center Station under Flower Street to 2nd Street. Tracks would then proceed east underneath the 2nd Street Tunnel and 2nd Street to just west of Central Avenue. At 2nd Street and the pedestrian signal to the Japanese Village Plaza, the tracks would continue underground heading northeast under the JVP and 1st and Alameda Streets.

An underground junction would be constructed beneath the intersection of 1st Street and Alameda Street. Unlike the Underground Emphasis LRT Alternative, two portals would be needed because the junction between the Regional Connector and the Pasadena/Montclair and East Los Angeles/I-605 branches of the Metro Gold Line would be located underground. The new portals would be located to the north and east of the junction, where trains would rise to the surface to connect to the Metro Gold Line heading north to Montclair and east to I-605.

One portal would be located north of Temple Street, northeast of the existing at-grade Little Tokyo/Arts District Station and Metro Gold Line tracks. This portal would rise to the north within the maintenance yard of the City of Los Angeles Department of Water and Power and connect to the existing light rail transit bridge over US 101, allowing a connection to the Metro Gold Line to Montclair. Tracks would run from the junction under 1st and Alameda Streets through a new tunnel crossing beneath Temple Street and the Mangrove property (the parcel on the northeast corner of 1st and Alameda Streets) to the new portal. This new tunnel would run immediately east of the existing Little Tokyo/Arts District Station and Metro Gold Line tracks.

The second portal would be located within 1st Street between Alameda and Garey Streets. Tracks would rise to the east within this second portal and connect at-grade to the existing Metro Gold Line tracks toward I-605. 1st Street would be widened to the north to accommodate this second portal and maintain the existing number of through lanes.

Property northeast of 1st and Alameda Streets, the Mangrove property, would need to be acquired for insertion of the tunnel boring machine, to stage construction of both portals, to connect to the Metro Gold Line light rail transit bridge, and to construct the tunnels beneath Temple Street and the Mangrove property.

Findings for the Fully Underground LRT Alternative – project

The Fully Underground LRT Alternative would meet the purpose and need goals of the project. It has been designated to the environmentally superior alternative in the EIS/EIR, and it would result in fewer permanent traffic impacts than all of the other alternatives with the exception of the No Build Alternative. Community input throughout the environmental process has strongly supported this alternative over the others. The Fully Underground LRT Alternative would provide the greatest level of transportation benefits, particularly in the Little Tokyo community, as it is the only alternative that would include a new station serving Little Tokyo and the Arts District. It would require fewer displacements than the Underground Emphasis LRT Alternative, and would not require an underpass or pedestrian bridge in Little Tokyo. The Fully Underground LRT Alternative would result in the greatest improvement in mobility, transit ridership, trip times, transit system connectivity, and reduction of transfers. As a result, the alternative would result in the greatest reductions in greenhouse gas emissions as compared to any of the alternatives. From an environmental justice standpoint, the Fully Underground LRT Alternative would result in the fewest disproportionate impacts to minority communities and has strong support from the Little Tokyo community. Neither of the other build alternatives would be environmentally superior to the Fully Underground LRT Alternative because of their impacts to the Little Tokyo community, including the proposed underpass and pedestrian bridge structure at Alameda Street. The other alternatives would also have greater permanent traffic impacts, and the At-Grade Emphasis LRT Alternative would result in use of a historic resource under Section 4(f) of the USDOT Act of 1966.

Reference. Final EIS/EIR Chapter 6 pg 6-32 - 6-33; Draft EIS/EIR Chapter 6 pg. 6-24 to 6-25.

9.7 Findings for Mitigation Measures

The Metro Board has considered all of the mitigation measures recommended in the Final EIS/EIR for the project and other project elements. None of the recommended measures that are within the Metro Board's jurisdiction have been rejected by the Metro Board. To the extent that these Findings conclude that various proposed mitigation measures outlined in the Final EIS/EIR are feasible and have not been modified, superseded or withdrawn, the Metro Board hereby binds itself to implement or, as appropriate, require implementation of these measures. These Findings, in other words, are not merely informational, but rather constitute a binding set of obligations that will come into effect when the Metro Board adopts a resolution approving the project (possibly including additional options). The mitigation measures are referenced in the MMRP adopted concurrently with these Findings and will be effectuated through the process of constructing and implementing the project.

10 STATEMENT OF OVERRIDING CONSIDERATIONS

CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a project against its unavoidable risks when determining whether to approve a project. If the specific economic, legal, social, technological, or other benefits of the project outweigh the unavoidable adverse environmental effects, those effects may be considered acceptable (CEQA Guidelines Section 15093(a)). CEQA requires the agency to support, in writing, the specific reasons for considering a project acceptable when significant impacts are not avoided or substantially lessened. Those reasons must be based on substantial evidence in the Final EIS/EIR or elsewhere in the administrative records (CEQA Guidelines Section 15093(b)). In accordance with the requirements of CEQA and the CEQA

Guidelines, the Metro Board finds that the mitigation measures identified in the Final EIS/EIR and the MMRP, when implemented, avoid or substantially lessen virtually all of the significant impacts identified in the Final EIS/EIR. Nonetheless, certain significant impacts of the project are unavoidable even after incorporation of all feasible mitigation measures. These significant unavoidable impacts are summarized below.

10.1 Significant and Unavoidable Impacts of the LPA or Project

- Impacts related to Construction - Transportation

  Transit. The proposed project would result in significant transit-related impacts due to lane closures, re-routing of buses, and reduction in roadway capacity after implementation of mitigation measures described in Section A.6 of these Findings. Although the implementation of mitigation measures would reduce the transit-related impacts during construction; they would remain significant and unavoidable.

  Traffic Circulation. The proposed project would result in significant traffic impacts due to lane and street closures, increased travel times, and reduction in roadway capacity after implementation of mitigation measures described in Section A.6 of these Findings. Although the implementation of mitigation measures would reduce the traffic-related impacts during construction; they would remain significant and unavoidable.

  Pedestrian and Bicycle Flow. The proposed project would result in significant pedestrian and bicycle flow impacts due to sidewalk closures after implementation of mitigation measures described in Section A.6 of these Findings. Although the implementation of mitigation measures would reduce this impact during construction, it would remain significant and unavoidable.

- Impacts related to Operation – Transportation

  Traffic Circulation. The proposed project would result in significant traffic impacts due to decreases in level of service even after implementation of mitigation measures described in Section A.6 of these Findings. Although the implementation of mitigation measures would reduce the traffic-related impacts during operation; they would remain significant and unavoidable.

- Impacts related to Construction – Air Quality

  Regional Construction Emissions. The proposed project would result in significant air quality impacts from VOC, NOx, and CO after implementation of mitigation measures described in Section A.6 of these Findings. Regional construction emissions would exceed the VOC, NOx, and CO significance thresholds. Implementation of mitigation measures would reduce the impacts of construction on air quality. However, regional emissions would continue to exceed the SCAQMD significance thresholds. Therefore, the proposed project would result in a significant impact related to construction air emissions.

- Impacts related to Construction - Paleontology.

  Paleontology. The project would result in significant impacts related to paleontological resources in areas where new underground tunnel boring machine segments (the non-

- Growth in population and employment will continue to draw both local and regional residents to the project area creating demand for transit services.
- Transit system expansions to the radial network centered on downtown Los Angeles will continue to funnel riders into the unconnected core creating concerns related to insufficient Red and Purple Line capacity for connecting riders, overcrowded station platforms, and regional system schedule reliability.
- Transit dependent populations within the project area include low income households, significant populations of elderly persons, and a high percentage of zero car households.
- Travel demand data highlights the congested nature of the downtown core, the high percentage of commuters that come from outside of the project area, and the built up nature of the project area that prevents expansion of the road network.
- Transit usage requires multiple transfers for cross-town trips for both local and regional riders increasing travel times.

The Regional Connector light rail alternatives were developed to close the gap in the regional rail system by connecting existing rail lines, eliminating transfers, and allowing for fast efficient transit service throughout the region. The Regional Connector LRT alternatives would enhance and leverage the existing regional rail system investment by making travel easier and attracting ridership systemwide, and by indirectly enhancing development potential at all system stations including the new downtown Regional Connector stations. The LRT alternatives would also correct the lack of rail system access to important business, cultural and residential destinations in downtown Los Angeles, enhancing access to and from these destinations and community resources.

Metro applied the following goals and objectives in evaluating potential alternatives for the Regional Connector Corridor Project. These goals and objectives reflect Metro's mission to meet public transportation and mobility needs for transit infrastructure while also being a responsible steward of the environment and being considerate of affected agencies and community members when planning a fiscally responsible project.

Transportation goal:

- Improve regional system functionality by maximizing ridership and increasing transit accessibility and connectivity
- Reduce the number of transfers occurring system-wide, particularly at 7th Street/Metro Center Station and Union Station
- Minimize the trip time between the Metro Gold, Blue and future Expo Lines between 7th Street/Metro Center Station and Union Station
- Expand transit coverage of downtown Los Angeles with new high capacity stations
- Improve mobility and accessibility both locally and regionally – Develop an efficient and sustainable level of mobility within Los Angeles County to accommodate planned growth and a livable environment

station portions of the alignment beneath 2nd Street, and beneath Flower Street north of 4th Street) would be constructed even after implementation of mitigation measures described in Section A.6. Although implementation of mitigation measures would reduce the impacts of construction on paleontological resources, where tunnel boring machine excavation would be used, mitigation measures would not be feasible. The proposed project would therefore result in a significant impact related to paleontological resources.

- Impacts related to Operation – Cultural Resources

  Historical Resources. The property acquisition and subsequent demolition of the S. Kamada Restaurant, Atomic Café, Señor Fish, and Coast Imports building would constitute a substantial adverse change that would substantially impair the significance of the historical resource.

- Cumulative Impacts.

  With incorporation of possible mitigation measures, construction of the project could still result in a considerable contribution to cumulative construction impacts associated with bus transit, traffic circulation, and pedestrian and bicycle movements as well as air quality during construction.

Reference. Final EIS/EIR Transportation 3.3.5 pg 3- 50 – 3-55; Air Quality 4.5.3.7.2 pg. 4-109 – 4-110; Paleontology 4.12.3.3.5.2 pg. 4-304; Cumulative Impacts 4.19.3.5.2 pg. 4-537 – 4-438.

10.2 Overriding Considerations

The Metro Board further specifically finds that notwithstanding the disclosure of these significant impacts, there are specific overriding economic, legal, social, technological, and other reasons for approving this project, Those reasons are set out below.

The overriding considerations are best understood in light of the project's purpose and need and objectives. These needs include:

- Leverage investments previously made in the regional rail system to improve system reliability

Environmental goal:

- Support efforts to improve environmental quality – Develop a project that minimizes adverse environmental impacts while providing environmental benefits, including providing air quality benefits and help the region meet greenhouse gas reduction goals

Land use goal:

- Support community planning efforts – Support the progression of the downtown Los Angeles area as an integrated destination and a dynamic livable area accommodating projected growth in a sustainable manner
- Support adopted land use and transportation plans
- Increase livability through the integration of transit into communities

Implementation goal:

- Provide a safe and secure alternative transportation system – Develop a project that is safe for riders, pedestrians, and drivers while meeting the region's need for security
- Support public involvement and community preservation – Incorporate the public in the planning process and balance the benefits and impacts while preserving communities in the area, such as Little Tokyo, the Arts District, Bunker Hill, Civic Center, and the Historic Core
- Recognize and value the unique and diverse communities in the project area

Financial goal:

- Create jobs and support a sustainable economy
- Provide a cost-effective transportation system – Develop a project that provides sufficient regional benefits to justify the investment
- Achieve a financially feasible project – Develop a project that maximizes opportunity for funding and financing that is financially sustainable

Based on these goals and objectives, Metro considered a range of project alternatives.

Reference. Final EIS/EIR 6.6.1 pg 6-29 – 6-31.

Regional Connectivity: The project would substantially improve regional connectivity. The project would carry the greatest volume of transit trips, nearly 90,000 per day according to ridership projections. Daily linked transit trips would increase by nearly 18,000. The project would also provide the greatest rail transit coverage of the downtown area, and is the only alternative to include a new station serving Little Tokyo and the Arts District. It would offer the greatest improvement in trip times and the greatest reduction in transfers.

Reference. Final EIS/EIR Section 6 pg 6-32 – 6-33.

Regional Access and Mobility: The project would substantially improve regional access and mobility. The project would remove one or two transfers from many rail trips, thus improving trip times and drawing more riders onto the Metro Rail system. The new stations would improve access to downtown Los Angeles, and the reduction in transfers would improve mobility for riders passing through the downtown area.

Reference. Final EIS/EIR Section 6 pg 6-32 – 6-33.

Transit Infrastructure: The project is the only build alternative with no grade crossings, so there would be fewer chances for delay and fewer impacts to traffic circulation. This contributes to the mobility improvements that the project would cause.

Reference. Final EIS/EIR Section 6 pg 6-32 – 6-33.

Vehicle Miles Traveled and Greenhouse Gas Reduction: The project would substantially reduce vehicle miles traveled and help the region meet its greenhouse gas reduction targets. The project would result in the greatest reduction of daily vehicle miles traveled, reducing regional greenhouse gas emissions by nearly 60,000 metric tons of CO_2e.

Reference. Final EIS/EIR Section 6 pg 6-32 – 6-33.

Construction Employment: The project would create significant numbers of jobs for the region. The project would create approximately 16,500 new jobs over the four year construction period. Metro currently offers a series of programs designed to encourage minority- and women-owned businesses to participate in the construction and operation of new transportation projects.

Reference. Final EIS/EIR Section 6 pg 6-32 – 6-33.

Compatibility with Transit Oriented Development: The project is compatible with transit oriented development. The project is likely to provide new accessibility, thereby facilitating transit oriented development opportunities in or near station areas, particularly where there are local land use incentives and favorable market conditions. Demand would encourage opportunities for mixed-use development that could provide needed housing and space for retail, commercial, industrial, and social service uses. In addition, landscape treatments along the light rail line could enhance the urban design of the communities within the transit corridor, making opportunities for development more attractive.

Reference. Final EIS/EIR Section 6 pg 6-32 – 6-33.

Livability: The project would enhance regional livability. It would enhance access to and through while minimizing impacts the communities affected. The project would result in the greatest contribution to economic development and enhanced livability by integrating transit into downtown Los Angeles communities while avoiding impacts to community identity and cohesion, especially because the project would be fully underground.

Reference. Final EIS/EIR Section 6 pg 6-32 – 6-33.

10.3 Conclusions

On balance, the Metro Board finds that there are specific, economic, legal, social, technological, and other considerations associated with the project that serve to override and outweigh the project's significant impacts and, thus, the significant impacts are considered acceptable. For this reason, the Board approves the project notwithstanding these environmental effects that are significant and unavoidable.

The Board has balanced the project benefits and considerations against the unavoidable and irreversible environmental risks identified in the EIS/EIR and have concluded that those impacts are outweighed by the project benefits. Upon balancing the environmental risks and countervailing benefits, the Board has concluded that the benefits that the region will derive from the development of the project, as compared to the existing and planned future conditions, outweigh those environmental risks.

In conclusion, the Board finds and concludes that each benefit discussed herein constitutes a separate overriding consideration warranting approval of the project, independent of the other benefits, despite each and every significant and unavoidable impact affecting the environment.

Metro

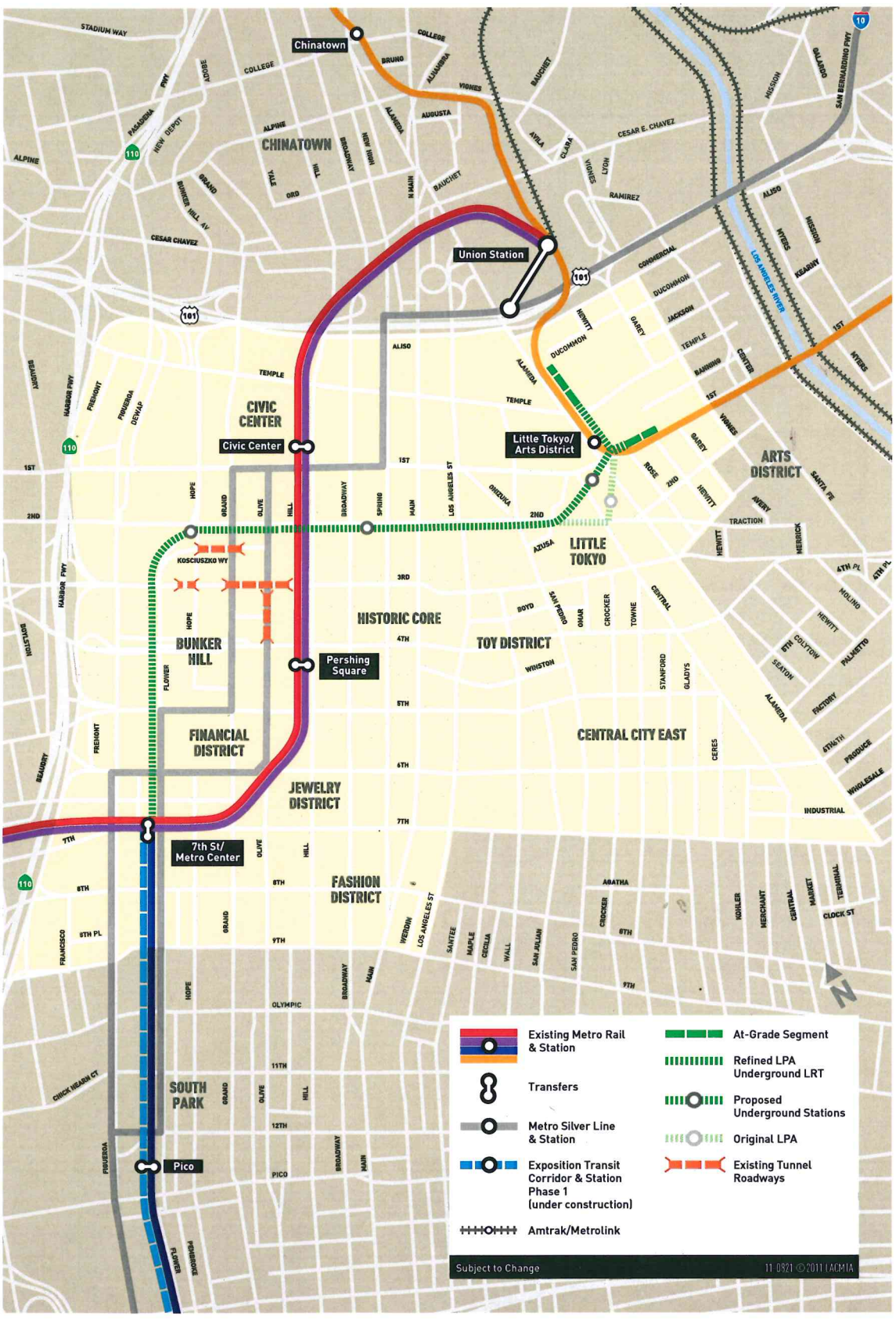
Chapter 8 MITIGATION MONITORING AND REPORTING PROGRAM FOR THE LOCALLY PREFERRED ALTERNATIVE

This Mitigation Monitoring and Reporting Program (MMRP) contains mitigation measures for the Regional Connector Locally Preferred Alternative (LPA), which will be approved by the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors upon certification of this Final EIS/EIR. These mitigation measures would also be included in a Record of Decision (ROD) subsequently issued by the Federal Transit Administration (FTA).

All mitigation measures herein shall be implemented and monitored by Metro. A mitigation measure field report (see attached form) for each mitigation measure shall be filed at least twice annually as needed. A summary of mitigation monitoring activities shall be provided to the Metro Board of Directors twice annually. Issues identified during monitoring shall be discussed with the Regional Connector Community Leadership Council (RCCLC) monthly.

Regional Connector Transit Corridor

Refined Locally Preferred Alternative



Metro