ES: EXECUTIVE SUMMARY

ES 1. INTRODUCTION

LA Aerial Rapid Transit Technologies LLC (the Project Sponsor) is proposing the Los Angeles Aerial Rapid Transit Project (proposed Project), which would connect Los Angeles Union Station (LAUS) to the Dodger Stadium property via an aerial gondola system. This Draft Environmental Impact Report (Draft EIR) has been prepared to evaluate the potential environmental effects that would result from development of the proposed Project. The Los Angeles County Metropolitan Transportation Authority (Metro) is the "lead agency" in the preparation of a Draft Environmental Impact Report (EIR) for the proposed Project in accordance with the California Environmental Quality Act (CEQA) statutes and guidelines, as amended (Public Resources Code, Section 21000-21178 and California Code of Regulations Title 14, Chapter 3 Section 15000–15387). The Lead Agency is "the public agency with the greatest responsibility for supervising or approving the project as a whole." Metro, as the lead agency, has the authority to approve the project and implement appropriate mitigation measures to reduce significant impacts.

ES 2. PROJECT PURPOSE

The proposed Project would improve mobility and accessibility for the region by providing a daily, high capacity aerial rapid transit (ART) service connecting the regional transit system at LAUS, Dodger Stadium, the Los Angeles State Historic Park, Elysian Park, and surrounding communities via three new transit stations. The proposed Project would include a mobility hub at the Chinatown/State Park Station and a potential mobility hub at the Dodger Stadium Station to enhance connectivity to Elysian Park and the surrounding communities. The proposed Project is needed to alleviate existing congestion and associated air pollution while providing safe, zero emission, environmentally friendly, and high-capacity transit connectivity in the Project area that would reduce GHG emissions as a result of reduced vehicular congestion in and around Dodger Stadium and on neighborhood streets, arterial roadways, and freeways.

To achieve this purpose, the proposed Project would provide the ART service for visitors to Dodger Stadium, while also providing access between the Dodger Stadium property, the surrounding communities, including Chinatown, Mission Junction, Elysian Park, and Solano Canyon, and the Los Angeles State Historic Park, to the regional transit system accessible at LAUS. The aerial gondola system would be approximately 1.2 miles long and consist of cables, three passenger stations, a non-passenger junction, towers, and gondola cabins. When complete, the proposed Project would have a maximum capacity of approximately 5,000 people per hour per direction, and the travel time from LAUS to Dodger Stadium would be approximately seven minutes. The proposed Project would provide pedestrian improvements, including hardscape and landscape improvements, as well as amenities at the Los Angeles State Historic Park. The ART system has the ability to overcome grade and elevation issues between LAUS and Dodger Stadium. The proposed Project would operate daily to serve existing residents, workers, park users, and visitors to Los Angeles.

A detailed description of the proposed Project is provided in Chapter 2.

ES 3. PURPOSE OF THIS DRAFT ENVIRONMENTAL IMPACT REPORT

The Draft EIR has been prepared for the following purposes:

- Satisfy the requirements of CEQA (Public Resources Code [PRC] Section 21000 et. seq., as amended) and the CEQA Guidelines (California Code of Regulations [CCR], Title 14, Chapter 3, Section 15000 et. seq.).
- Inform public agency decision makers and the public of the environmental effects of the proposed Project, including any significant environmental effects, as well as possible ways to minimize those significant effects, and reasonable alternatives to the proposed Project.
- Enable Metro to consider environmental consequences when deciding whether to approve the proposed Project.
- Enable other responsible public agencies that must approve activities undertaken with respect to the proposed Project, including permits and other approvals, to consider the environmental effects of the proposed Project.

The principal use of this EIR is to evaluate and disclose potential environmental impacts associated with the implementation of the proposed Project. An EIR is an informational document and is not intended to determine the merits or recommend approval or disapproval of a project. Ultimately, the Metro Board of Directors and decision makers must weigh the environmental effects of a project among other considerations, including planning, economic, and social concerns.

The standards of adequacy of an EIR, defined by Section 15151 of the CEQA Guidelines, are as follows:

> An EIR should be prepared with sufficient level of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effect of the proposed project need not be exhaustive, but sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have not looked for perfection but for adequacy, completeness, and good faith effort at full disclosure.

Metro, as the Lead Agency, has a duty pursuant to CEQA Guidelines to neither approve nor carry out a project as proposed unless the significant effects have been reduced to an acceptable level, where possible (CEQA Guidelines §15091 and §15092). An acceptable level is defined as eliminating, avoiding, or substantially lessening the significant effects (impacts) resulting from the project. If such a reduction is not possible, a lead agency must adopt Findings of Fact and prepare a Statement of Overriding Considerations. As defined in CEQA Guidelines §15093, a Statement of Overriding Considerations balances the benefits of a project against its unavoidable environmental consequences.

ES 4. PUBLIC REVIEW PROCESS

As further described in Chapter 1.0, Introduction, Metro circulated a Notice of Preparation (NOP) to state, regional, and local agencies, interested organizations, and members of the public for a 45-day public comment period, commencing October 1, 2020, and ending November 16, 2020

(for a total of 46 days). The purpose of the NOP was to formally convey that Metro was preparing a Draft EIR for the proposed Project and to solicit input regarding the scope and content of the Draft EIR. The NOP is provided in Appendix A of this Draft EIR. In addition, a public scoping meeting was held on October 22, 2020. Scoping meeting materials, letters and comments received during the comment period, and comments received during the public scoping meeting are included in Appendix A of this Draft EIR.

This Draft EIR is being circulated for a 60-day public comment period starting on October 17, 2022, and ending on December 16, 2022. Following the public comment period, a Final EIR will be prepared that includes responses to comments received on the Draft EIR.

The Draft EIR for the proposed Project is also being prepared under the California Senate Bill 44 judicial streamlining legislation (California Environmental Quality Act: Environmental Leadership Transit Projects) that added provisions to CEQA as Public Resources Code Section 21168.6.9 for environmental leadership transit projects.

ES 5. PROJECT OVERVIEW

The proposed Los Angeles Aerial Rapid Transit Project (proposed Project) would connect Los Angeles Union Station (LAUS) to the Dodger Stadium property via an aerial gondola system. The proposed Project would include an intermediate station at the southernmost entrance of the Los Angeles State Historic Park. The proposed Project would provide an aerial rapid transit (ART) option for visitors to Dodger Stadium, while also providing access between the Dodger Stadium property, the surrounding communities, including Chinatown, Mission Junction, the Los Angeles State Historic Park, Elysian Park, and Solano Canyon, to the regional transit system accessible at LAUS. The aerial gondola system would be approximately 1.2 miles and consist of cables, three passenger stations, a non-passenger junction, towers, and gondola cabins. When complete, the proposed Project would have a maximum capacity of approximately 5,000 people per hour per direction, and the travel time from LAUS to Dodger Stadium would be approximately seven minutes. The proposed Project would provide amenities at the Los Angeles State Historic Park and would provide pedestrian improvements, including hardscape and landscape improvements. The ART system has the ability to overcome grade and elevation issues between LAUS and Dodger Stadium and provide safe, zero emission, environmentally friendly, and high-capacity transit connectivity in the Project area that would reduce greenhouse gas (GHG) emissions as a result of reduced vehicular congestion in and around Dodger Stadium and on neighborhood streets, arterial roadways, and freeways. The proposed Project would operate daily to serve existing residents, workers, park users, and visitors to Los Angeles.

Established aerial gondola transit systems worldwide, such as in La Paz, Bolivia, and Mexico City, Mexico, are being used as rapid transit for the urban population that they serve. The proposed Project would employ a Tricable Detachable Gondola system (also known as “3S”).1 3S Gondola system cabins carry approximately 30 to 40 passengers. Similar systems are used in Koblenz, Germany, Phu Quoc, Vietnam, and Toulouse, France.

[1] The naming convention for this system is derived from the German word “seil”, which translates in English to “rope”. Hence, Tricable Detachable Gondola systems are known as a “3S” systems due to the use of three ropes, or cables.

ES 6. PROJECT LOCATION

The proposed Project is located in the City of Los Angeles, situated northeast of downtown Los Angeles. Figure ES-1 shows the regional location of the proposed Project. The proposed Project would commence adjacent to LAUS and El Pueblo de Los Angeles (El Pueblo) and terminate at Dodger Stadium, with an intermediate station at the southernmost entrance of the Los Angeles State Historic Park. The proposed Project would include three stations, a non-passenger junction, and three cable-supporting towers at various locations along the alignment. As shown in Figure ES-2, the proposed Project location would generally be located within public right-of-way (ROW), or on publicly owned property, following Alameda Street and then continuing along Spring Street in a northeast direction through the community of Chinatown to the southernmost corner of the Los Angeles State Historic Park. The alignment would then continue northeast over the western edge of the Los Angeles State Historic Park and the Los Angeles County Metropolitan Transportation Authority (Metro) L Line (Gold) to the intersection of North Broadway and Bishops Road. At this intersection, the proposed Project alignment would turn and continue northwest following Bishops Road toward its terminus at Dodger Stadium, located in the Elysian Park community. Figure ES-2 provides an overview of the proposed Project location, and Figure ES-3 provides an overview of the proposed Project alignment.

ES 7. PROPOSED PROJECT ALIGNMENT AND COMPONENTS

The proposed Project “alignment” includes the suspended above-grade cables and cabins following the position of the Project components along the ART route from Alameda Station to Dodger Stadium Station.

The proposed Project alignment would extend approximately 1.2 miles beginning near El Pueblo and LAUS on Alameda Street. The proposed Alameda Station would be constructed over Alameda Street between Los Angeles Street and Cesar Chavez Avenue, adjacent to the Placita de Dolores and planned LAUS Forecourt.

From the Alameda Station, the proposed Project alignment would remain primarily above the public ROW with portions above private property, and travel north along Alameda Street to the proposed Alameda Tower, which would be constructed on the Alameda Triangle, a portion of City ROW between Alameda Street, North Main Street, and Alhambra Street.

From the Alameda Tower, the proposed Project alignment would continue north along Alameda Street and cross Alpine Street. The proposed Alpine Tower would be constructed at the corner of Alameda Street and Alpine Street on city-owned property.

From the Alpine Tower, the proposed Project alignment would follow the public ROW and continue over the elevated Metro L Line (Gold). North of College Street, Alameda Street becomes Spring Street, and the proposed alignment would generally follow Spring Street in a northeast trajectory until it reaches the southernmost point of Los Angeles State Historic Park, where the proposed Chinatown/State Park Station would be constructed partially on City ROW and partially within the boundaries of the Los Angeles State Historic Park.

The alignment then crosses over the western edge of the Los Angeles State Historic Park and the Metro L Line (Gold) tracks.

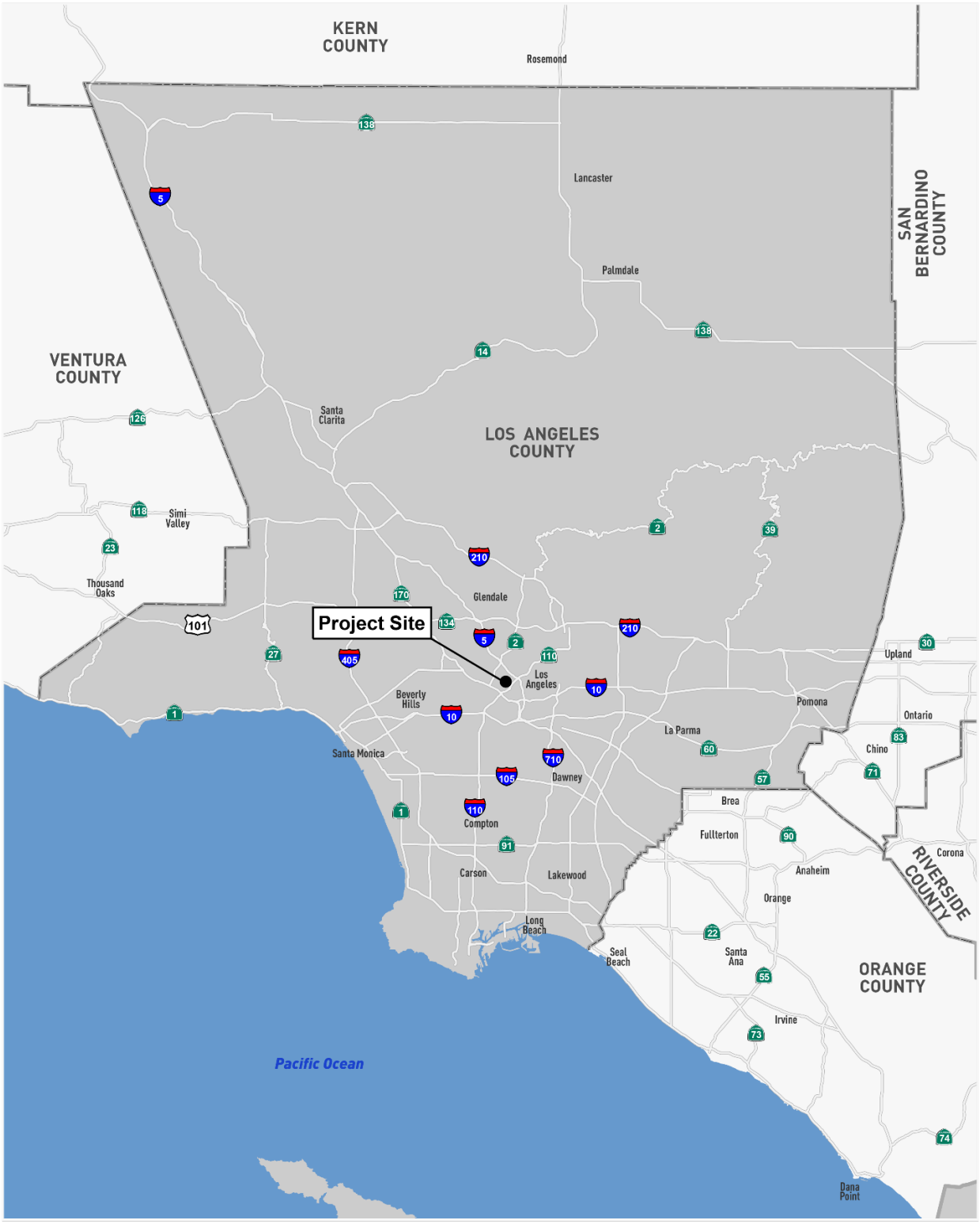

Figure ES-1: Regional Location Map

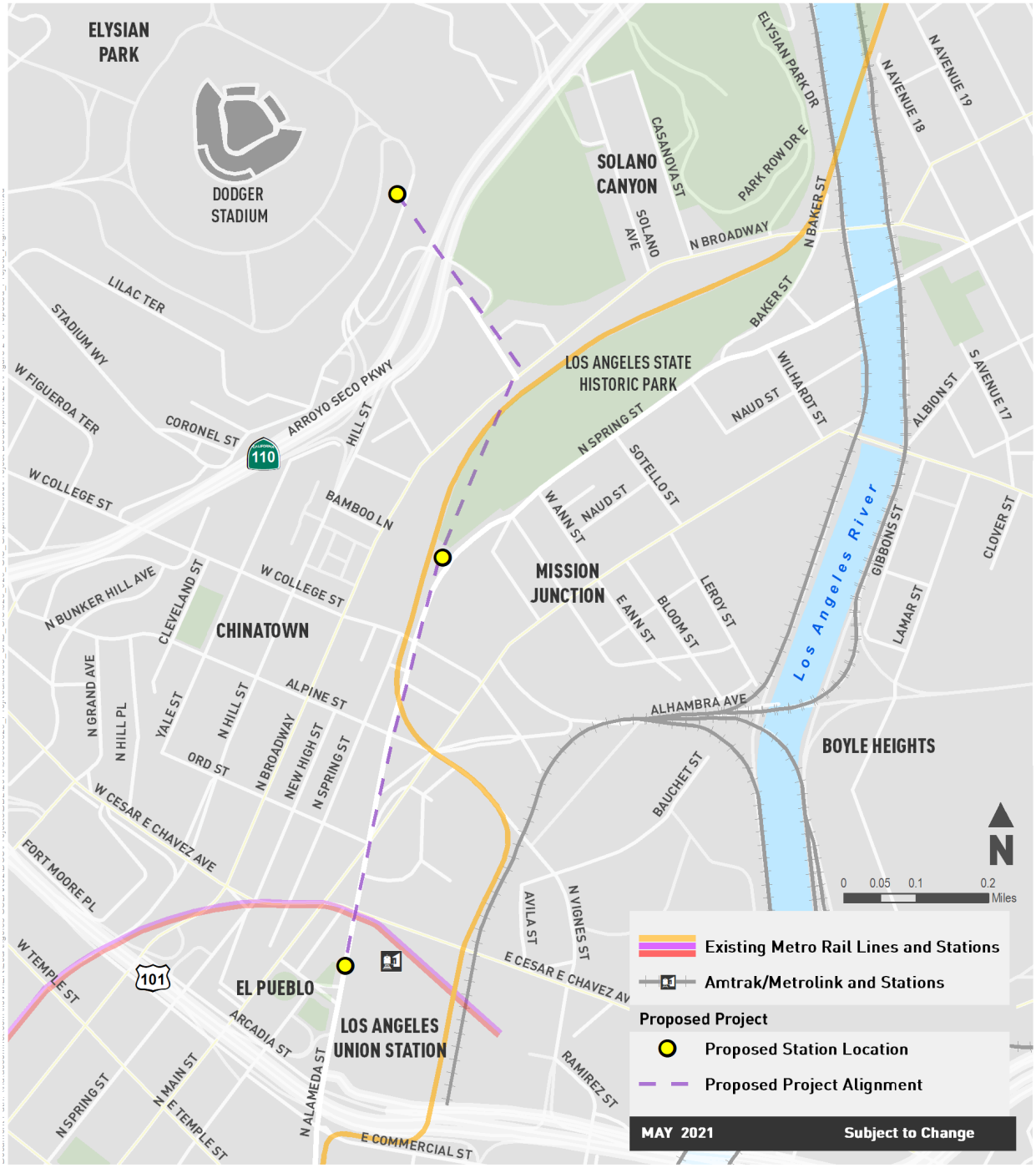

Figure ES-2: Proposed Project Location

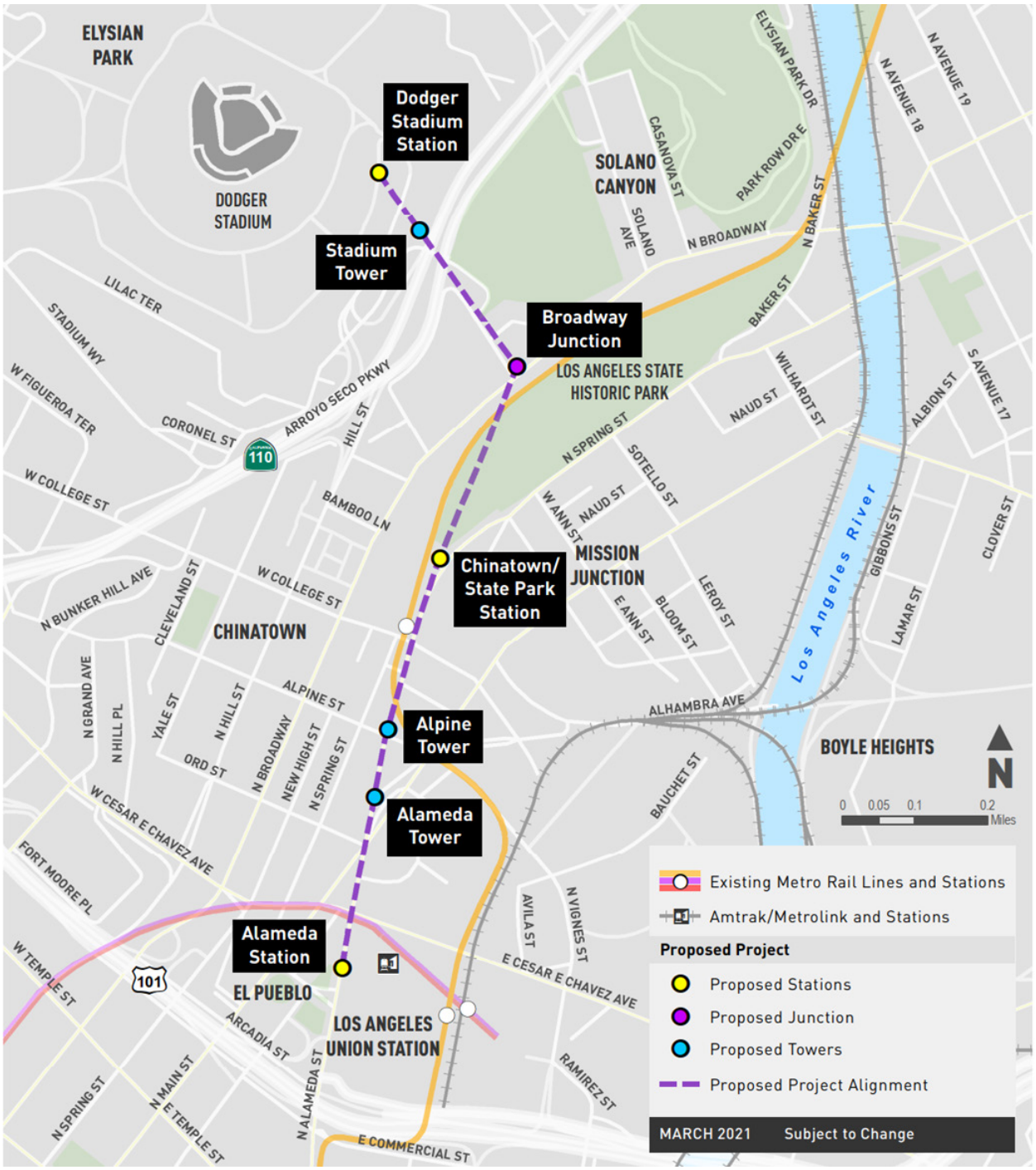

Figure ES-3: Proposed Project Alignment

The proposed Project alignment would continue traveling north towards the intersection of North Broadway and Bishops Road. The Broadway Junction would be located at the northern corner of the intersection of North Broadway and Bishops Road (1201 North Broadway). From the Broadway Junction, the proposed Project alignment would travel northwest primarily along Bishops Road, with portions above private property, crossing over SR-110 towards Dodger Stadium. The proposed Stadium Tower would be located on hillside private property north of Stadium Way between the Downtown Gate entrance road to Dodger Stadium and SR-110. The northern terminus of the system would be located in a parking lot at the Dodger Stadium property, where the proposed Dodger Stadium Station would be constructed.

ALAMEDA STATION

The Alameda Station would be located on Alameda Street adjacent to the planned LAUS Forecourt and Placita de Dolores between Los Angeles Street and Cesar Chavez Avenue. The station would be approximately 173 feet long, 109 feet wide, and 78 feet high at its tallest point, with the passenger loading platform approximately 31 feet above Alameda Street. Vertical circulation elements (i.e. elevators, escalators, stairs) for pedestrian access, which would also serve as queuing areas to the station, would be introduced at-grade north of the Placita de Dolores in a proposed new pedestrian plaza at El Pueblo on the west in an area currently used as a parking and loading area for El Pueblo. On the east, vertical circulation elements would be introduced at-grade from the planned LAUS Forecourt. Installation of the vertical circulation elements may include removal and replacement of trees, removal of parking and loading for El Pueblo, and installation of landscaping and hardscape.

ALAMEDA TOWER

The Alameda Tower would be located on the Alameda Triangle, a City ROW between Alameda Street, North Main Street, and Alhambra Avenue consisting of a small green space flanked on all sides by roadways. The Alameda Tower would be 195 feet tall with the cable suspended 175 feet above-ground. Implementation of the Alameda Tower would include reuse and integration of the existing pavers located at the Alameda Triangle, as well as landscape and hardscape updates to the Alameda Triangle.

ALPINE TOWER

The Alpine Tower would be located on a City-owned parcel, currently being used as non-public parking storage for City vehicles, at the northeast corner of Alameda Street and Alpine Street, adjacent to the Metro L Line (Gold). The Alpine Tower would be 195 feet tall at its tallest point, with the cable suspended 175 feet above ground. The Alpine Tower would also include the installation of landscaping and hardscaping near the base of the tower.

CHINATOWN/STATE PARK STATION

The Chinatown/State Park Station would be located adjacent to Spring Street in the southernmost portion of the Los Angeles State Historic Park. The southern portion of the station would be located on city ROW, while the northern portion of the station would be integrated into the southern boundary of the Los Angeles State Historic Park. The station would be approximately 200 feet long, 80 feet wide, and 98 feet tall at its tallest point, with the passenger boarding platform approximately 50 feet above-grade. Access to the boarding platform would be from the mezzanine via elevators and stairs. Comprised of three levels, elevators and stairs from the ground level

would lead up to a mezzanine, 27 feet above-grade, and ramps for the queuing area would lead up to the boarding platform, which is 50 feet above-ground.

The Chinatown/State Park Station would also include passenger amenities, including approximately 740 square feet of concessions, 770 square feet of restrooms, and a 220 square foot covered breezeway connecting the concessions and restrooms. Additionally, the Chinatown/State Park Station would include a mobility hub where passengers would be able to access a suite of first and last mile multi-modal options, such as a bike share program. Pedestrian access enhancements could include pedestrian improvements between Metro's L Line (Gold) Station and the Chinatown/State Park Station consistent with the Connect US Action Plan, including hardscape and landscape improvements, shade structures, and potential seating, as well as support for the future Los Angeles State Historic Park bike and pedestrian bridge. The Chinatown/State Park Station would require the removal of trees and vegetation, however, it would include the installation of landscaping and hardscaping, including integration of the granite pavers. The Chinatown/State Park Station would provide passenger access to Chinatown, the Los Angeles State Historic Park, and to nearby neighborhoods and land uses, including the Mission Junction neighborhood, which includes the William Mead Homes public housing complex.

BROADWAY JUNCTION

The Broadway Junction is a non-passenger junction that would be located at the intersection of North Broadway and Bishops Road. The junction would primarily be located on privately-owned property with a portion of the junction and overhead cable infrastructure cantilevered and elevated above the public ROW. The existing commercial building located at 1201 N. Broadway would be demolished. The Broadway Junction would be approximately 227 feet long, 60 feet wide, and 98 feet high at its tallest point, with the platform approximately 50 feet above the ground. Vertical circulation elements (i.e. elevators and stairs) would be installed on the northwest side of the junction for staff and maintenance access to the platform.

STADIUM TOWER

The Stadium Tower would be located on hillside private property north of Stadium Way between the Downtown Gate and SR-110 and would stand 179 feet tall with the cable suspended 159 feet above-ground. The Stadium Tower would also include the installation of landscaping near the base of the tower.

DODGER STADIUM STATION

The Dodger Stadium Station would be located in the southeast portion of the Dodger Stadium property near the Downtown Gate. This station would be approximately 194 feet long, 80 feet wide, and 74 feet high at its tallest point. Cabins at this station would arrive and depart from an at-grade boarding platform, with the passenger queuing area also at-grade. The Dodger Stadium Station would include a subterranean area below the platform for storage and maintenance of cabins, as well as staff break rooms, lockers, and parts storage areas. The cabins would be transferred between the station platform and the subterranean area by way of a cabin elevator. Automated parking and controls would manage the process of storing cabins or returning them to service. Cabins would be returned to and stored at the Dodger Stadium Station when the system is not in use.

Restrooms for passenger use would be located at the station. The Dodger Stadium Station would also include a pedestrian connection to Dodger Stadium, including hardscape and landscape improvements and potential seating.

The Dodger Stadium Station is located adjacent to Dodger Stadium, which is operated as an MLB Stadium. The Project Sponsor will request consideration by the Los Angeles Dodgers of the potential for the Dodger Stadium Station to include a mobility hub where outside of game day periods, passengers would be able to access a suite of first and last mile multi-modal options, such as a bike share program and individual bike lockers, to access Elysian Park and other nearby neighborhoods, including Solano Canyon. Issues to be addressed in connection with such consideration as to the mobility hub include maintaining security for Dodger Stadium and the surrounding surface parking areas

Implementation of the Dodger Stadium Station would require the removal of parking spaces, as well as removal and replacement of landscaping.

ES 8. SYSTEM OPERATIONS

TYPICAL OPERATING LOGISTICS

During operations, the cabins would travel on a continuous loop between the Alameda Station and the Dodger Stadium Station. Cabins would pass through passenger stations at roughly one foot per second (less than one mile per hour) to allow for unloading and loading. If needed, a cabin could be stopped to accommodate passenger boarding. After the cabins pass through the unload/load zones, the doors would close and the cabins would accelerate to match the line speed of the haul rope before reattaching to the haul rope.

At Alameda Station, arriving cabins (southbound) would decelerate, doors would open, and passengers would unload. The cabins would execute a U-turn in the station before passing through the load zone (for northbound passengers), load passengers (if any), close doors, then accelerate to be reattached to the haul rope.

At the Chinatown/State Park Station, cabins would detach from the rope and decelerate to the station speed. Since passenger access would be provided at this station, the cabins would decelerate to about one foot per second (less than one mile per hour) and the doors would open. After traveling through the unload and load zones, the cabin doors would close, and the cabins would accelerate to line speed and then reattach to the haul rope.

At the Broadway Junction, where passenger unloading or loading is not proposed, the cabins would detach from the haul rope, decelerate to a speed of approximately 6 mph, execute a slight turn to follow the alignment, and then re-accelerate and reattach to the haul rope. As described in Section 2.5.2, the Alameda Station to Broadway Junction and Broadway Junction to Dodger Stadium Station systems come together at the Broadway Junction. When the cabins detach from the haul rope in the Junction, their move from one haul rope to the other haul rope would not be perceptible by passengers.

At the Dodger Stadium Station, the cabins would decelerate, doors would open, and passengers would unload. Since the Dodger Stadium Station would be an end station, the cabins would execute a U-turn in the station before passing through the load zone (for southbound passengers), load passengers (if any), close doors, then accelerate and reattach to the haul rope. As described above, gondola cabins would enter, traverse, and depart stations under fully automated control.

Operation of the proposed Project would require approximately 20 personnel. Station attendants would be located within each station to assure safe boarding or to execute stops, if necessary. Attendants would also provide customer interaction and observation; if a passenger needs special assistance, an attendant may either further slow or stop a cabin. A separate operator may sit in a booth adjacent to the boarding area and monitor screens, which would show activities in each cabin and station, as well as the system controls.

QUEUEING AND TICKETING/FARE CHECKING

Queueing areas would be built into and as necessary, adjacent to, each of the stations to provide a gathering place for passengers waiting to enter the stations, thereby preventing crowding of sidewalks and walkways by passengers around stations. Queueing for the Alameda Station would occur in the planned LAUS Forecourt area on the east side of Alameda Street, and north of the Placita de Dolores in a proposed new pedestrian plaza at El Pueblo on the west side of Alameda Street. At the Chinatown/State Park Station, queueing would occur on the mezzanine and boarding platform levels. At the Dodger Stadium Station, the queueing area would be located on the north side of the station in a designated queueing area adjacent to the station.

Ticketing for the proposed Project would use either a chip-based card system or electronic ticketing that could be purchased and saved on a personal mobile device. Using these types of technologies would allow for contactless fare checking at the stations. Riders would pre-purchase their ticket prior to entering the boarding platform and fares would be checked using a card reader/scanner.

SIGNAGE

Similar to other transit projects that incorporate signage, the proposed Project would include signage to support wayfinding for transit patrons including information about transit connections and other important information to facilitate transit usage. Private funding for the proposed Project is anticipated to be supported by naming rights and sponsorship revenues, and such sponsors would be recognized in Project signage, which would be designed consistent with applicable Metro, city, and state approval requirements. Such signage may include identification and other static signs, electronic digital displays and/or changeable message light-emitting diode (LED) boards that include both transit information and other content, which may include off-site advertising that generates proceeds to support transit system costs and operations. Signage would be architecturally integrated into the design of the ART system including its stations, the junction, towers, and cabins. In addition, directional and pedestrian signage would be placed adjacent to and throughout the proposed Project as necessary to facilitate access and safety, including along the pedestrian improvements between Metro's L Line (Gold) Station and the pedestrian connection between the Dodger Stadium Station and Dodger Stadium. Project signage would be illuminated by means of low-level external lighting, internal lighting, or ambient light. Exterior lights would be directed onto signs to minimize off-site glare. Signage would be in conformance with all applicable requirements of the Los Angeles Municipal Code (LAMC), and in accordance with LAMC, lighting intensity will be minimized in order to avoid negative impacts to adjacent residential properties.

LIGHTING

Project lighting would include low-level lighting for security and wayfinding purposes adjacent to and within the stations, junction, and towers, within cabins, at the vertical circulation, and areas for ticketing, fare checking, and queueing. In addition, low-level lighting to accent signage,

architectural features, landscaping, adjacent pedestrian plazas, Chinatown/State Park Station mobility hub, and potential Dodger Stadium Station mobility hub would be installed at the stations, junction, and towers. Lighting would also be provided underneath the elevated stations and junction. Lighting for the pedestrian access enhancements, including the pedestrian improvements between Metro's L Line (Gold) Station and the pedestrian connection between the Dodger Stadium Station and Dodger Stadium would include new pole lights for security and wayfinding purposes, as well as low-level lighting to accent signage and landscaping.

Lighting would be low-level and primarily integrated within the architectural features. Exterior lighting would be shielded or directed toward the areas to be lit to limit spillover onto adjacent properties and off-site uses, and would meet all applicable LAMC lighting standards.

MAINTENANCE

The proposed Project would require routine maintenance that would be performed by the system operator. The overall system would be observed on a daily basis as part of the startup routine.

Routine maintenance activities would generally take place during overnight periods or other scheduled down time. Cabins and their associated grips and hangers would be maintained in the shop at the Dodger Stadium Station. A work carrier cabin would be provided to facilitate work at tower equipment. Annual maintenance activities may require crane access at tower locations, including the potential to require the temporary closing of traffic lanes.

Rope maintenance schedules would be determined through a combination of system design and periodic monitoring. The haul rope would need replacement approximately every 5 to 10 years. This would require pulling a new haul rope, which would take up to two weeks to complete.

On a periodic basis, the system would undergo formal testing as prescribed by Cal/OSHA and appropriate ropeway standards. This formal testing is required by standards to occur at least every 7 years. It is anticipated that the system would be closed to riders for up to two days during the formal testing events.

Backup power would be provided by battery storage located at each station and tower and the non-passenger junction. The battery storage system would be tested on a regular basis, and would provide backup power to allow unloading of the system in the event of a power grid failure.

POWER REQUIREMENTS

Operational power requirements can be separated into two categories: normal operations and emergency operations. Power requirements for the proposed Project would be provided by the City of Los Angeles Department of Water and Power's (LADWP) Green Power Program, through a connection to their power grid, and would include the power to operate the gondola system and the non-gondola system components (i.e. lights, ventilation, escalators, elevators). When operating at capacity, normal operations are estimated to require a total of approximately 2.5 megawatts of power.

Power requirements for emergency operations consist of the energy needed for operations in the event of a power grid failure. The proposed Project would include the installation of backup battery storage at each station, tower, and junction to provide backup power to allow unloading of the system in the event of a power grid failure. The total backup power required to allow unloading of the system is 1.4 megawatts.

SUSTAINABILITY FEATURES

The proposed Project would provide a sustainable, high-capacity zero emission ART option for visitors to Dodger Stadium, while also providing access between Dodger Stadium, the surrounding communities, and the regional transit system accessible at LAUS. ART technology is quiet, and the proposed Project would reduce vehicle miles traveled (VMT) and congestion, leading to reduced GHG emissions and improved air quality.

The proposed Project's stations, junction, towers, and gondola cabins would incorporate energy efficient, sustainable, water and waste efficient, and resilient features, as feasible. The proposed stations and junction are designed to be open-air buildings, allowing for passive ventilation strategies and providing direct access to outdoor air and natural daylight, while also providing adequate shade protection from heat. The cabins would be ventilated to enhance air quality for passengers.

The design intent and structural strategy for the stations and towers also provides an efficiency of materials. The steel plate tower forms have been designed as "Monocoque" structures, where structure, form, and finish are unified. Materials for the stations, junction, and towers would be locally sourced where possible, and would include recycled content where possible. Light-toned finish materials will also serve to minimize heat island concerns.

The proposed Project would be designed to comply with all applicable state and local codes, including the City of Los Angeles Green Building and Low-Impact Development (LID) Ordinances.

CONSTRUCTION

Construction of the proposed Project is anticipated to begin as early as 2024 and take approximately 25 months, including construction, cable installation, and system testing. The detailed construction procedures informing the environmental impact analyses are included in Appendix B to this EIR. A summary of the construction activities is provided below. Construction of the Project components may partially overlap in schedule, especially since construction would occur at several physically separated sites.

Utility relocations would occur prior to construction of the proposed Project components and would be coordinated directly with the utility providers. Following utility relocations, construction would commence. Detailed information on utilities relocations is included in Appendix B to this EIR.

During construction, some parking spaces at Dodger Stadium would be temporarily closed for construction of the Dodger Stadium Station and for overall Project construction, trailers, laydown and staging areas, and construction worker parking.

Construction of more than one Project component would occur at the same time, with consideration of available materials, work crew availability, and coordination of roadway closures. Table ES-1 includes the estimated duration to complete construction of each of the proposed Project components, the maximum depths of drilled piles, the maximum depth of excavation, the amount of excavation, and the amount of materials (soils and demolition debris) to be exported for each component of the proposed Project.

Table ES-1: Proposed Project Construction Details

Component	Construction Duration	Maximum Depth of Drilled Piles	Maximum Depth of Excavation	Amount of Excavation	Amount of Materials Exported
Alameda Station	17 months	125 feet	10 feet	2,728 cubic yards	2,295 cubic yards
Alameda Tower	12 months	120 feet	10 feet	2,850 cubic yards	2,292 cubic yards
Alpine Tower	11 months	120 feet	10 feet	3,606 cubic yards	2,887 cubic yards
Chinatown/State Park Station	19 months	80 feet	10 feet	6,267 cubic yards	4,567 cubic yards
Broadway Junction	19 months	120 feet	7 feet	6,407 cubic yards	5,379 cubic yards
Stadium Tower	12 months	120 feet	7 feet	1,286 cubic yards	1,202 cubic yards
Dodger Stadium Station	20 months	55 feet	42 feet	44,313 cubic yards	44,001 cubic yards

Following completion of construction, the gondola cables would be installed, followed by system testing and inspections.

Working hours would vary to meet special circumstances and restrictions, but are anticipated to be consistent with the City's allowable construction hours of Monday through Friday between 7:00 a.m. to 9:00 p.m. and Saturdays and National Holidays between 8:00 a.m. to 6:00 p.m. While not anticipated, approval would be required from the City of Los Angeles Board of Police Commissioners for any extended construction hours and possible construction on Sundays.

Anticipated closures would include lane closures in which lanes would be closed 24-hours a day during certain phases of construction, or alternating closures during certain phases of construction, in which closures would occur during construction hours for approximately 10 hours a day, and roads would reopen during non-construction hours for approximately 14 hours a day. For alternating closures, during non-construction hours, steel plates would be placed over construction sites to the extent feasible in order to allow for vehicular and pedestrian circulation. The closures and hours would vary between location and phase of construction. The proposed Project would implement a Construction Traffic Management Plan that would include detours and ensure that emergency access is maintained throughout all construction activities.

ES 9. SUMMARY OF ENVIRONMENTAL CONCERNS IN RESPONSE TO THE NOP

The following summarizes the environmental concerns raised in response to the NOP, including comments received at the public scoping meeting held during the NOP circulation period. Public comments can be found in Appendix A of this Draft EIR.

SUMMARY OF AGENCY AND SPECIAL DISTRICT COMMENTS

The following is a summarized list of comment issues received from agencies and special districts, written, separated by topic. Agency and special district comments primarily focus on interagency coordination, accessing the Project's real traffic impacts, mitigate potential safety issues, comply

with protocols of environmental law (with respect to air), and general concern for cultural resources.

- State of California Department of Transportation, District 7 (Caltrans)
- El Pueblo de Los Angeles Historical Monument (El Pueblo)
- Native American Heritage Commission (NAHC)
- Metropolitan Water District of Southern California (MWDSC)
- California Department of Fish and Wildlife (CDFW)
- South Coast Air Quality Management District (SCAQMD)
- California State Parks (CSP)
- California State Transportation Agency (CalSTA)

AIR QUALITY

- SCAQMD – Lead Agency should use CEQA Air Quality Handbook as guidance when preparing its air quality analysis. Recommended quantifying criteria pollutant emissions and compare the results to the recommended regional significance thresholds and calculating localized air quality impacts and comparing the results to localized significance thresholds.
- SCAQMD – Recommended that the Lead Agency use the new CalEEMod2 land use emissions software to estimate pollutant emissions, rather than the outdated URBEMIS.
- SCAQMD – Requested that the Lead Agency quantify criteria pollutant emissions and compare results with regional pollutant significant thresholds to determine the level of air quality impacts.
- SCAQMD – Recommended calculating localized air quality impacts and comparing results to localized significance thresholds (LSTs).
- SCAQMD – Recommended that the Lead Agency should identify any potential adverse air quality impacts that could occur from construction and operations during all phases of the Project.
- SCAQMD – Reminded that in the event that the proposed Project results in significant adverse air quality impacts, CEQA requires that all feasible mitigation measures go beyond what is required by law to minimize impacts.

BIOLOGICAL RESOURCES

- CDFW – Recommended that measures be taken to avoid impacts to nesting birds and bat species, including a thorough discussion of potential impacts of the Project, feasible avoidance and mitigation measures to minimize impacts, and an analysis of increased activity due to aerial gondola operation.
- CDFW – Recommended a complete assessment and impact analysis of flora and fauna within and nearby the Project area.
- CDFW – Recommended a complete discussion of the proposed Project and a feasible range of Alternatives.

- CDFW – Noted that CDFW considers adverse impacts to a species protected by CESA to be significant without mitigation. Reminded that early consultation is encouraged and biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the CESA ITP.
- CDFW – Lead Agency should provide a thorough discussion of direct, indirect, and cumulative impacts.
- CDFW – Noted that the DEIR should include mitigation measures for adverse Project-related impacts, including compensatory mitigation, as necessary.
- CDFW – Defined translocation and transplantation and reminded that CDFW generally does not support the use of translocation or transplantation as the primary mitigation strategy.
- CFDW – Recommended that a qualified biological monitor approved by CDFW be on site prior to and during ground activities to move out of harm's way any special status species or other wildlife.

CULTURAL RESOURCES

- El Pueblo – Requested that the Lead Agency provide continued updates and presentations from Project representatives as the Project proceeds through the EIR process.

RECREATION

- CSP – Noted that it will be important to evaluate Project elements in detail to determine what may negatively impact LASHP. Project team should work collaboratively to identify appropriate mitigation measures if negative impacts to LASHP may occur.

TRANSPORTATION

- Caltrans – Noted that the Project can help California meet the goals of the Caltrans' Strategic Management Plan, California Transportation Plan 2040, Draft California Transportation Plan 2050, and the Southern California Association of Governments (SCAG) Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy).
- Caltrans – Noted that the direct aerial crossing of SR-110 for both the Spring Street and Broadway alternatives will require extensive collaboration with Caltrans staff.
- Caltrans – Requested confirmation from the Lead Agency that the Project will result in a net reduction in per capita Vehicle Miles Traveled (VMT).
- CalSTA – Noted the benefits of the Project and Metro's leadership in advancing innovative ideas.

TRIBAL CULTURAL RESOURCES

- NAHC – Recommended that lead agencies consult with all California Native American tribes that are traditionally and culturally affiliated with the geographic area of the proposed Project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources.

- NAHC – Recommended contacting the appropriate regional California Historical Research Information System (CHRIS) center for an archeological records search.
- NAHC – Reminded that a professional report detailing findings and recommendations of the records search and field survey would be required in the event that an archeological inventory survey is required.
- NAHC – Commented that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. Warned that a search of the list is not a substitute for tribe consultation. Noted to contact the NAHC for a Sacred Lands File search or a Native American Tribal Consultation List.
- NAHC – Noted that lack of surface evidence of archeological resources does not preclude their subsurface existence.

SUMMARY OF PUBLIC COMMENTS

From the release of the NOP on October 1, 2020, to the close of the scoping period on November 16, 2020, public comments were collected from agencies, organizations, and individuals, including comments made during the scoping meeting, which was held on October 22, 2020. As part of the scoping process, Project information was also made available to the public online through a "Virtual Open House." All interested parties were able to provide comments via email, mail, at the scoping meeting, and on the Virtual Open House website.

Many community members expressed conditional support for the proposed Project with a strong interest in future Project developments. Public comments can be found in Appendix A.

ES 10. SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS

Based on the analysis contained in Chapter 3.0, Environmental Impact Analysis, the proposed Project would result in significant and unavoidable impacts with regard to:

Noise and Vibration:

i) Construction Noise – Project-level and cumulative noise impacts to noise sensitive receptors from on-site construction activities.

ii) Construction Vibration – Project-level and cumulative human annoyance vibration impacts to adjacent sensitive receptors.

The proposed Project would not result in any significant and unavoidable operational impacts. Detailed analysis is provided in Chapter 3.0, Environmental Impact Analysis.

ES 11. ALTERNATIVES TO REDUCE SIGNIFICANT IMPACTS

CEQA Guidelines Section 15126.6(a) requires an EIR to "describe the range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but will avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." The CEQA Guidelines emphasize that the selection of project alternatives should be based primarily on the ability to reduce significant impacts relative to the proposed project, "even if these alternatives would

impede to some degree the attainment of the project objectives, or would be more costly." The CEQA Guidelines further direct that the range of alternatives be guided by a "rule of reason," such that only those alternatives necessary to permit a reasoned choice are analyzed. Based on an analysis of these alternatives, an environmentally superior alternative is identified.

NO PROJECT ALTERNATIVE

In accordance with the CEQA Guidelines, the No Project Alternative assumes that no new development would occur within the Project site. CEQA Guidelines Section 15126.6(e)(3)(B) states that, "in certain instances, the No Project/No Build Alternative means 'no build' wherein the existing environmental setting is maintained." Accordingly, for purposes of this analysis, the No Project Alternative assumes that no new development would occur within the Project site. This would result in no ART connections between the neighborhoods noted above. Additionally, VMT and vehicle congestion would not be reduced, and the associated reduction in GHG emissions and air quality improvements would not take place. The existing uses on the Project site would continue as under existing conditions.

SPRING STREET ALIGNMENT ALTERNATIVE

Similar to the Project, the Spring Street Alignment Alternative would provide an ART option for visitors to Dodger Stadium, while also providing access between Dodger Stadium, the surrounding communities, and the regional transit system accessible at LAUS. The Spring Street Alignment Alternative would include three stations, a non-passenger junction, and four cable-supporting towers at various locations along the alignment. The Spring Street Alignment Alternative would include the following components in common with the proposed Project: Alameda Station, Alameda Tower, Alpine Tower, Stadium Tower, and Dodger Stadium Station. In addition to these components, the Spring Street Alignment Alternative would also include the following components that would be unique to this alternative: Spring Street Junction, State Historic Park Station, and Bishops Tower.

The Spring Street Alignment Alternative would commence adjacent to LAUS and El Pueblo de Los Angeles (El Pueblo) and extend approximately 1.3 miles to its termination at Dodger Stadium. The Spring Street Alignment Alternative would begin near El Pueblo and LAUS on Alameda Street at the proposed Alameda Station, which would remain the same as the proposed Project. From the Alameda Station, the Spring Street Alignment Alternative would follow the same alignment as the proposed Project, remaining primarily above the public right-of-way (ROW). The Spring Street Alignment Alternative would continue north along Alameda Street and cross Alpine Street, where the proposed Alpine Tower would be constructed, and would follow the public ROW and continue over the elevated Metro L Line (Gold). The alignment would continue beyond College Street to the southernmost point of Los Angeles State Historic Park, where the proposed Spring Street Junction would be constructed. From the Spring Street Junction, the proposed alignment would continue to the proposed State Historic Park Station within the Los Angeles State Historic Park. At this location, the Spring Street Alignment Alternative would turn northwest over the Los Angeles State Historic Park and the Metro L Line (Gold) to Bishops Tower. From Bishops Tower, the Spring Street Alignment Alternative would cross over SR-110 to the proposed Stadium Tower. The northern terminus of the system would be the same as the proposed Project, being located in a parking lot at the Dodger Stadium property, where the proposed Dodger Stadium Station would be constructed.

TRANSPORTATION SYSTEMS MANAGEMENT ALTERNATIVE

The Transportation Systems Management (TSM) Alternative would enhance the existing Union Station Dodger Stadium Express (DSE) service to determine if the DSE could increase capacity. In order to meet service frequencies similar to the proposed Project, a minimum of 6 buses loading simultaneously would be required, which cannot be physically accommodated in the existing location for the Union Station DSE, and an off-site loading facility would need to be developed to accommodate the new level of bus activity. Furthermore, the existing DSE service operates up to 8 buses per hour, while the TSM Alternative would require 77 buses per hour.

In addition to a new off-site loading facility, operational changes would be required on surrounding streets to accommodate the increased congestion from the TSM Alternative. Additional loading facilities would also be required at Dodger Stadium, including dedicated bus only lanes, to accommodate the increased level of DSE service.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Section 15126.6(e)(2) of the CEQA Guidelines indicates that an analysis of alternatives to a proposed project shall identify an environmentally superior alternative among the alternatives evaluated in an EIR and that if the “no project” alternative is the environmentally superior alternative, the EIR shall identify another environmentally superior alternative among the remaining alternatives. Selection of an environmentally superior alternative is based on comparison of the alternatives to determine which among the alternatives would reduce or eliminate the impacts associated with the Project to the greatest degree. The comparative impacts of the Project and the Project Alternatives are summarized in Table 4-3, Alternative Impact Comparison, which is located in Chapter 4, Alternatives.

Of the alternatives analyzed in this Draft EIR, the No Project Alternative would be considered environmentally superior because it would not involve new development and assumes on-site uses would continue to operate similar to existing conditions. Although the No Project Alternative would not meet any of the Project Objectives, it would avoid all of the Project’s significant impacts, including the Project’s significant and unavoidable construction noise and vibration impacts. Conversely, the No Project Alternative would not result in ART connections between the neighborhoods noted above. Additionally, VMT and vehicle congestion would not be reduced, and the associated reduction in GHG emissions and air quality improvements would not take place.

However, the CEQA Guidelines require that the Draft EIR identify an environmentally superior alternative other than the No Project Alternative. Because the TSM Alternative would also avoid the Project’s significant and unavoidable impact with respect to construction noise and vibration without the need for mitigation, and would reduce the range of impacts to the greatest extent listed in Table 4-3, it is deemed the Environmentally Superior Alternative. However, the TSM Alternative would not meet the majority of the Project’s Objectives in full or in part. Conversely, the Spring Street Alignment Alterative would meet all of the Project Objectives.

ES 12. DESIGN OPTIONS

DESIGN OPTION A

Design Option A would include a shift in the overall Project alignment between the Broadway Junction and Dodger Stadium Station to avoid aerial rights requirements over 451 E. Savoy

Street. Under Design Option A, the Project alignment would shift to be further west from 451 E. Savoy Street, which would result in the alignment crossing over a small portion of Cathedral High School. This Design Option includes changes to the Project components of Broadway Junction, Stadium Tower, and Dodger Stadium Station. The Broadway Junction under Design Option A would have similar dimensions, but would shift approximately 4 degrees to avoid aerial rights over 451 E. Savoy Street. The location of Stadium Tower would shift 115 feet to the west/northwest. Dodger Stadium Station would also shift further south to accommodate the shift in the Project alignment.

Design Option A would require six additional piles, as well as an additional 1,090 additional cubic yards (CY) of excavation and 463 additional CY of materials to be exported at Stadium Tower. Design Option A at Dodger Stadium Station would add eight piles, and an additional 27,492 CY of excavation and materials to be exported. The shift at Dodger Stadium Station would also result in the realignment of the Dodger Stadium perimeter roadway, which would require utility relocations. A total of six to eight weeks of additional time for utility relocation and an additional four weeks for construction of the Stadium Tower would be needed. Four additional weeks of construction activities for the Dodger Stadium Station would be required to complete Design Option A.

DESIGN OPTION B

In response to stakeholder feedback, who asked the Project Sponsor to assess the potential to reduce the number of towers along Alameda Street from two to one, Design Option B would include a 50-foot overall height increase at the Alameda Tower, and the removal of Alpine Tower. Design Option B would also require additional private aerial rights requirements due to the increased bend on the Alameda Tower that would result in gondola cables and cabins in closer proximity to private property. Design Option B would also require an additional 30 drilled piles and an increased pile cap thickness from five feet to eight feet, as well as an additional 1,260 CY of excavation and materials to be exported. A total of eight additional weeks of construction for the Alameda Tower would be required to complete Design Option B.

DESIGN OPTION C

In response to stakeholder feedback, who asked the Project Sponsor to consider a taller Chinatown/State Park Station to increase the height of cabins entering and existing the station along Spring Street, Design Option C would include a 35-foot overall height increase at the Chinatown/State Park Station. Design Option C would require drill piles that are 100 feet deep, and an increase in pile cap thickness from six feet to eight feet. The maximum depth of excavation would increase by two feet, and would result in an additional 717 CY increase in the amount of excavation and a 1,396 CY increase in the amount of materials to be exported. A total of eight additional weeks of construction for the Chinatown/State Park Station would be required to complete Design Option C.

USE OPTION D

In response to stakeholder feedback, Use Option D would substitute a non-passenger junction for the proposed Chinatown/State Park Station. As the station would be substituted for a junction, features that would be applicable to passengers would not be included in this Use Option, such as a passenger mezzanine and vertical circulation elements. This Design Use Option would have the same location, height, width, length, and architectural finish as the proposed Project. No other

project changes are proposed under this Use Option, and all other construction and operational features would be the same, or similar to, the proposed Project.

DESIGN AND USE OPTION E

Design and Use Option E would include an ADA accessible pedestrian bridge that would gently slope from the central portion of the Los Angeles State Historic Park, over the Metro L Line (Gold), and up to North Broadway. The entrance to the pedestrian bridge would be located on the south side of Broadway, east of the intersection of North Broadway and Bishops Road, and would provide pedestrian access to neighborhoods and land uses north of Broadway. The Los Angeles State Historic Park General Plan and Final EIR[2], developed by the State Park and Recreation Commission, analyzed a potential bridge at this location. The potential bridge could provide much needed access to the Park for neighborhoods at the Park's northern boundary. Subsequent to the Los Angeles State Historic Park General Plan and Final EIR, the Department of Parks and Recreation conducted the "Bike and Pedestrian Bridge Study", a feasibility study of various bridge design alternatives and locations to explore and evaluate the feasibility of providing safe pedestrian and bike access from the Chinatown and Solano Canyon Communities into the Los Angeles State Historic Park ("Bridge Feasibility Study").[3] The Bridge Feasibility Study, released on January 15, 2020, sought to articulate the issues and benefits of each location to identify preferred bridge design concepts.

Design and Use Option E would require a total of 40 drill piles, which would result in approximately 700 CY of excavation and 400 CY of material to be exported. A total of approximately 60 weeks of construction would be required to complete Design and Use Option E, which could occur concurrently with construction of the proposed Project.

ES 13. SUMMARY OF ENVIRONMENTAL IMPACTS

Table ES-2 provides a summary of the environmental impacts of the proposed Project evaluated in this Draft EIR. Based on the analysis in Chapter 3.0, Environmental Impact Analysis, implementation of the proposed Project would result in significant and unavoidable impacts related to Noise and Vibration.

Project Design Features (PDFs), while not necessary for the impact significance determination, are included in Table ES-2 because they are inherent in the design of the proposed Project. Best Management Practices, or other measures required by law and/or permit approvals, are also requirements of the proposed Project. Additionally, Mitigation Measures have been identified and are additional actions designed to avoid, minimize, or compensate for significant environmental impacts and are required where significant impacts have been identified based on the analyses in Chapter 3.0 of this document. Where applicable, Mitigation Measures are described on Table ES-2.

[2] California State Department of Parks and Recreation, Los Angeles State Historic Park General Plan and Final Environmental Impact Report, June 2005.

[3] California State Department of Parks and Recreation, Los Angeles State Historic Park Bike and Pedestrian Bridge Study, Feasibility Study, 2019.

Table ES-2: Summary of Environmental Impacts

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
AESTHETICS			
AES-1: *Would the Project have a substantial adverse effect on a scenic vista?*	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.	No mitigation measures required.	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.
AES-2: *Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*	**Construction:** No Impact. **Operations:** No Impact.	No mitigation measures required.	**Construction:** No Impact. **Operations:** No Impact.
AES-3: *In non-urbanized areas, would the Project substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?*	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.	No mitigation measures required.	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.
AES-4: *Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.	No mitigation measures required. **AES-PDF-A: Project Lighting.** The Project would also include the following Project Design Features related to lighting: • Building Lighting will not exceed 60 watts.	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		• Building Lighting outdoor luminaires will not exceed 6200 initial lumens. • Sign Lighting luminance will not exceed 10,000 candelas per m2 (cd/m2) during the day from after sunrise until 45 minutes prior to sunset. Sign Lighting will not exceed 300 cd/m2 at night from sunset until 45 minutes prior to sunrise. • Sign Lighting luminance shall transition smoothly from daytime luminance to nighttime luminance and vice versa. • Illuminated signs that have the potential to exceed 300 cd/m2 will include an electronic control mechanism to reduce sign luminance to 300 cd/m2 at any time when ambient sunlight is less than 100 footcandles (fc).	
AGRICULTURE AND FORESTRY RESOURCES			
AFR-1: *Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*	No Impact.	No mitigation measures required.	No Impact.
AFR-2: *Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?*	Less Than Significant Impact.	No mitigation measures required.	Less Than Significant Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
AFR-3: *Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4256), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?*	No Impact.	No mitigation measures required.	No Impact.
AFR-4: *Would the Project result in the loss of forest land or conversion of forest land to non-forest use?*	No Impact.	No mitigation measures required.	No Impact.
AFR-5: *Would the Project involve changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?*	No Impact.	No mitigation measures required.	No Impact.
AIR QUALITY			
AIR-1: *Would the project conflict with or obstruct implementation of the applicable air quality plan?*	Less Than Significant Impact.	No mitigation measures required. **AIR-PDF-A:** All off-road diesel-powered construction equipment greater than 50 hp shall meet, at a minimum, the Tier 4 emission standards for nonroad diesel engines promulgated by USEPA.	Less Than Significant Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
AIR-2: *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?*	Less Than Significant Impact.	No mitigation measures required. Refer to **AIR-PDF-A** as defined in **AIR-1**.	Less Than Significant Impact.
AIR-3: *Would the project expose sensitive receptors to substantial pollutant concentrations?*	Less Than Significant Impact.	No mitigation measures required. Refer to **AIR-PDF-A** as defined in **AIR-1**.	Less Than Significant Impact.
AIR-4: *Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*	Less Than Significant Impact.	No mitigation measures required. Refer to **AIR-PDF-A** as defined in **AIR-1**.	Less Than Significant Impact.
BIOLOGICAL RESOURCES			
BIO-1: *Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*	**Construction:** Significant Impact. **Operations:** Less Than Significant Impact.	**MM-BIO-A:** *Avoid and minimize project related impacts to special-status and/or roosting bat species*. During the maternity season (April 15 through August 31) prior to construction, a field survey shall be conducted by a qualified biologist to determine the potential presence of colonial bat roosts within 100 feet of the Alameda Station and Dodger Stadium Station footprints and SR-110 overpass over Stadium Way (near Stadium Tower) because these locations provide potentially suitable habitat. A visual inspection and/or one-night emergence survey of trees to be removed near the Alameda Station and Dodger Stadium Station and of the overpass shall be completed utilizing acoustic recognition technology to determine if any maternity roosts are present.	**Construction:** Less Than Significant Impact with Mitigation. **Operations:** Less Than Significant Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		To avoid any impacts on roosting bats resulting from construction activities for Stadium Tower, the following shall be implemented: <u>At the SR-110 Overpass</u> Should an active maternity roost be found at the SR-110 overpass, a determination (in coordination with a qualified bat biologist) shall be made whether indirect effects of construction-related activities (i.e., noise and vibration) could substantially disturb roosting bats, and if exclusionary devices should be used to remove bats. This determination shall be based on baseline noise/vibration levels, anticipated noise levels associated with construction of the Stadium Tower, and the sensitivity to noise-disturbances of the bat species present. If it is determined that noise could result in the temporary abandonment of a maternity-roost, construction-related activities shall be scheduled to avoid the maternity season (April 15 through August 31), or as determined by the biologist. To avoid any impacts on roosting bats resulting from construction activities at Alameda Station and Dodger Stadium Station, the following shall be implemented: <u>Trees</u> All trees to be removed as part of the Project at the Alameda Station, Stadium Tower, and Dodger Stadium Station sites should be evaluated for their potential to support bat roosts. In particular, any palm and eucalyptus trees that bats are known to use should be evaluated by a qualified biologist by conducting a one-night	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		emergence survey during acceptable weather conditions; or if conditions permit, physically examine the trees for presence or absence of bats (such as with lift equipment) before the start of construction/tree removal. Palm trees are present at the Alameda Station site along Alameda Street and eucalyptus trees are present at the Dodger Stadium Station site. The following measures would apply to trees to be removed that are determined to provide potential bat roost habitat by a qualified biologist. • If roosting bats are determined present during the maternity season (April 15 through August 31), the tree shall be avoided until after the maternity season when young are self-sufficient. If roosting bats are determined present during the winter months when bats are in torpor, a state in which the bats have significantly lowered their physiological state, such as body temperature and metabolic rate, due to lowered food availability (October 31 through February 15, but is dependent on specific weather conditions), a qualified bat biologist shall physically examine the roost if conditions permit for presence or absence of bats (such as with lift equipment) before the start of construction. If the roost is determined to be occupied during this time, the tree shall be avoided until after the winter season when bats are once again active. • Trees with potential colonial bat habitat can be removed outside of the maternity season and winter season (February 16 through April 14 and August 16 through October 30, or as determined by a qualified biologist)	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		using a two-step tree trimming process that occurs over 2 consecutive days. o Day 1, Step 1: Under the supervision of a qualified bat biologist, tree branches and limbs with no cavities shall be removed by hand (e.g., using chainsaws). This will create a disturbance (noise and vibration) and physically alter the tree. Bats roosting in the tree will either abandon the roost immediately or, after emergence, will avoid returning to the roost. o Day 2, Step 2: Removal of the remainder of the tree under the supervision of a qualified bat biologist may occur on the following day. Trees that are only to be trimmed and not removed would be processed in the same manner; if a branch with a potential roost must be removed, all surrounding branches would be trimmed on Day 1 under supervision of a qualified bat biologist and then the limb with the potential roost would be removed on Day 2. • Trees with foliage (and without colonial bat roost potential), such as sycamores, that can support lasiurine bats, shall have the two-step tree trimming process occur over one day under the supervision of a qualified bat biologist. Step 1 would be to remove adjacent, smaller, or non-habitat trees to create noise and vibration disturbance that would cause abandonment. Step 2 would be to remove the remainder of tree on that same day. For palm trees that can support western yellow bat (a special-status bat	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		species documented in the BSA with the potential to occur in the Project area), the two-step tree process shall be used over two days. Western yellow bats may move deeper within the dead fronds during disturbance. The two-day process will allow the bats to vacate the tree before removal. • The results of bat surveys, evaluations, and monitoring efforts that are undertaken shall be documented in a report by the qualified biologist at the conclusion of all bat-related activities. **MM-BIO-B:** *Avoid and minimize project related impacts to nesting birds.* To avoid impacts to nesting birds protected under the MBTA and CFGC resulting from construction activities that may occur during the nesting season, the following mitigation measure shall be implemented: • Construction activities, including the clearance of trees potentially suitable for nesting birds, shall occur outside of the nesting season (generally February 1 through September 30). If construction activities must occur within this time period, the following measures shall be employed: ○ A pre-construction nesting survey shall be conducted by a qualified biologist within 3 days (72 hours) prior to the start of construction activities to determine whether active nests are present within 500 feet of the construction zone. All nests found shall be recorded.	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		○ A minimum 300-foot no-work buffer shall be established around any active passerine bird nest. A minimum 500-foot no-work buffer shall be established around any active raptor nest. The qualified biologist shall monitor the nest on a weekly basis, and construction activities within 300 feet of an active nest of any passerine bird or within 500 feet of an active nest of any raptor shall be postponed until the biologist determines that the nest is no longer active. However, the standard 300 to 500 foot no-disturbance buffer distance may be adjusted (including increases or reductions to the buffer) by a qualified biologist on a case-by-case basis taking into consideration the location, type, duration and timing, and severity of work, distance of nest from work area, surrounding vegetation and line-of-sight between the nest and work areas (also taking into account existing ambient conditions from human activity within the line of sight), the influence of other environmental factors, and species' site specific level of habituation to the disturbance. If the qualified biologist determines nesting activities may fail as a result of work activities, the biologist shall immediately inform the construction manager and all project work shall cease (except access along established roadways) within the recommended no-disturbance buffer until the biologist determines the adults and young are no longer reliant on the nest site.	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		○ Buffers will be delineated on-site with bright flagging, for easy identification by project staff. The on-site construction supervisor and operator staff will be notified of the nest and the buffer limits and instructed of the sensitivity of the area to ensure the buffer is maintained. ○ A summary of preconstruction surveys and methodologies employed, monitoring efforts, and any no-disturbance buffers that were installed shall be documented in a report by the qualified biologist at the conclusion of each nesting season.	
BIO-2: *Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?*	No Impact.	No mitigation measures required.	No Impact.
BIO-3: *Would the Project have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*	No Impact.	No mitigation measures required.	No Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
BIO-4: *Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*	**Construction:** Significant Impact. **Operations:** Less Than Significant Impact.	Refer to **MM-BIO-A** and **MM-BIO-B** as defined in **BIO-1.**	**Construction:** Less Than Significant Impact with Mitigation. **Operations:** Less Than Significant Impact.
BIO-5: *Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*	**Construction:** Less Than Significant Impact. **Operations:** No Impact.	No mitigation measures required. **BIO-PDF-A** The Project will establish a Tree Protection Zone to protect trees during construction to establish and maintain a healthy environment for all retained trees during the course of construction. The Tree Protection Zone will apply to any trees within the construction footprint or any trees where a portion of their drip line overhangs the construction footprint (i.e., the trunk of a tree may be outside of the construction footprint, but the tree's drip line overhangs the construction footprint). The Tree Protection Zone generally encompasses an area within the drip line of the tree plus an additional 5 feet depending on the specie and size of the tree. Any construction activities within the Tree Protection Zone should follow the following guidelines for root protection. For utilities, any required trenching should be routed in such a manner as to minimize root damage. In areas where the grade around the Tree Protection Zone will be lowered, some root cutting may be unavoidable. Cuts should be clean and made at right angles to the roots. When practical, roots will be cut back to a branching lateral root to avoid root damage.	**Construction:** Less Than Significant Impact. **Operations:** No Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
BIO-6: *Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*	No Impact.	No mitigation measures required.	No Impact.
CULTURAL RESOURCES			
CUL-1: *Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?*	**Construction:** Significant Impact. **Operations:** Less Than Significant Impact.	Refer to **MM-VIB-A** and **MM-VIB-B** as defined in **NV-2.** *The Winery* **CUL-PDF-A Pre-Construction Documentation of The Winery.** Prior to or issuance of building permits for the Alameda Station, the Project Sponsor will prepare documentation equal to Historic American Building Survey Level III for The Winery, per the *Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation*. The report will: 1. Be prepared by a historic preservation professional meeting the Secretary of the Interior's Professional Qualifications Standards for history, architectural history, or historic architecture with demonstrated experience in preparing HABS documentation. 2. Include full-color digital photographs (with a minimum resolution of 300 ppi and 3,000-pixel image size along one dimension) showing the following: a. The full north elevation (facing Cesar E. Chavez Avenue) and	**Construction:** Less Than Significant Impact with Mitigation. **Operations:** Less Than Significant Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		i. The roofline, foundation, and any door, window, or walkway openings, ii. Detail views showing the typical existing condition of the exterior wall, and iii. Detail views showing any existing damage to the exterior such as cracks or spalling b. West elevation (facing Olvera Street), and i. The roofline, foundation, and any door, window, or walkway openings, and ii. Detail views showing the typical existing condition of the exterior brick wall, and iii. Detail views showing any existing damage to the exterior such as loose bricks and mortar c. East elevation (facing Alameda Street) i. The roofline and foundation, and ii. Detail views showing the typical existing condition of the exterior brick wall iii. Detail views showing any existing damage to the exterior such as loose bricks and mortar 3. Include written descriptive data, including detailed notes of its pre-construction condition, index to photographs, and photo key plan. Photographs of existing damage	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		will be keyed to a sketch of the elevation indicating its location. 4. Include copies of historic photographs and other supporting documentation, if available. 5. Be offered to the following repositories for use by future researchers and educators. Each repository will be contacted as to whether they are willing and able to accept the items, as well as their preferred format for transmittal. Copies need only be distributed to repositories that express interest. a. Los Angeles Public Library - One hard copy and/or digital file (dependent on repository preference) of the descriptive data, index to photographs, photo key plan, and photographs b. El Pueblo de Los Angeles Historical Monument Authority - One hard copy and/or digital file (dependent on repository preference) of the descriptive data, index to photographs, photo key plan, and photographs c. California State Library – One hard copy and/or digital file (dependent on repository preference) of the descriptive data, index to photographs, photo key plan, and photographs **CUL-PDF-B Post-Construction Documentation of The Winery.** Post-Construction: After construction is complete, pictures of The Winery equivalent to CUL-PDF-A will be taken to objectively compare the condition of The Winery before and after construction.	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		In the event that damage to the Winery not documented at the time of the pre-construction survey is identified as being caused by construction activities during construction monitoring, the Project Sponsor will retain an experienced professional or professionals qualified to carry out the repairs within 12 months of completion of the project. Repairs will conform to the Secretary of Interior's Standards for the Treatment of Historic Properties (36 CFR Part 68). ***El Grito (The Cry) Mural Project Design Features*** **CUL-PDF- C Pre-Construction Documentation.** Prior to the or issuance of building permits for the Alameda Station, the Project Sponsor will prepare documentation equal to Historic American Building Survey Level III for the *El Grito* mural, per the *Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation*. The report will: 1. Be prepared by a historic preservation professional meeting the Secretary of the Interior's Professional Qualifications Standards for history, architectural history, or historic architecture with demonstrated experience in preparing HABS documentation. 2. Include full-color digital photographs (with a minimum resolution of 300 ppi and 3,000-pixel image size along one dimension) showing the following:	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		a. The entirety of the *El Grito* mural from edge to edge, looking straight on b. The left half of the *El Grito* mural looking straight on c. The right half of the *El Grito* mural looking straight on d. Oblique views illustrating the curvature of the wall e. Sequential photographs showing the various panels and subjects in greater detail f. The back and sides of the curved wall on which the *El Grito* mural is located g. Detail views showing: i. Typical profile view of the *El Grito* mural (e.g., showing the depth of the tiles on the substrate) ii. Notch shapes at the top two corners (two views, left and right) iii. Curved shape of the sides of the *El Grito* mural (two views, left and right side) iv. Typical grout between tiles in two or more locations v. Bottom edge where the *El Grito* mural meets the plaza floor vi. Any existing damage or deterioration prior to construction 3. Include written descriptive data, including detailed notes of its pre-construction condition, index to photographs, and photo	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		key plan. Photographs of existing damage should be keyed to a sketch of mural indicating its location. 4. Include copies of historic photographs and other supporting documentation, if available. 5. Be offered to the following repositories for use by future researchers and educators. Each repository will be contacted as to whether they are willing and able to accept the items, as well as their preferred format for transmittal. Copies need only be distributed to repositories that express interest. a. Los Angeles Public Library - One hard copy and/or digital file (dependent on repository preference) of the descriptive data, index to photographs, photo key plan, and photographs b. UC Santa Cruz Library - One hard copy and/or digital file (dependent on repository preference) of the descriptive data, index to photographs, photo key plan, and photographs c. Los Angeles Department of Cultural Affairs (DCA) - One hard copy and/or digital file (dependent on repository preference) of the descriptive data, index to photographs, photo key plan, and photographs d. California State Library – One hard copy and/or digital file (dependent on repository preference) of the descriptive data, index to photographs, photo key plan, and photographs	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		e. Mural Conservancy of Los Angeles - One hard copy and/or digital file (dependent on repository preference) of the descriptive data, index to photographs, photo key plan, and photographs f. Museo Eduardo Carillo - One hard copy and/or digital file (dependent on repository preference) of the descriptive data, index to photographs, photo key plan, and photographs **CUL-PDF-D Protection During Adjacent Construction.** Prior to the issuance of building permits for the Alameda Station, the Project Sponsor will ensure that the *El Grito* mural is sufficiently protected from any inadvertent damage caused by construction activities. Following National Park Service guidance for protecting historical resources during nearby construction, the following measures, at a minimum, should be implemented: 1. Vibration monitoring equipment (VIB-A) should be carefully installed so that it does not permanently damage the face of the *El Grito* mural. 2. The *El Grito* mural should be cushioned and buttressed from either side of the wall with padded wood supports. The padding may consist of insulating foam or similar material. 3. A protective barrier or barriers made from plywood should be installed over the front, back, top, and sides of the *El Grito* mural and curved wall to diffuse the force of any potential physical contact. The barrier should include removable panels or a similar feature	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		to ensure the vibration monitors and mural can be visually inspected during construction monitoring (CUL-PDF-C). 4. Plastic tarp or polyethylene sheeting should be secured over the wood barriers to protect against the accumulation of dust or contact with materials such as uncured concrete or other liquids that could damage or mark the surface of the *El Grito* mural. All of the protective measures described above should be installed and secured in such a way that does not damage the *El Grito* mural or the wall on which is it located. The barrier will not be physically attached to the *El Grito* mural or wall with screws, nails, or other fasteners. **CUL-PDF-E Construction Monitoring Plan (Built Resources).** Prior to the issuance of building permits for the Alameda Station, the Project Sponsor will prepare a Construction Monitoring Plan in coordination with the DCA. The Construction Monitoring Plan will identify specific project milestones at which a qualified professional meeting the Secretary of the Interior's Standards for architectural history or historic architecture will be notified by the Project Sponsor or Project Sponsor's contractor to visit the site and observe and document the *El Grito* mural's condition. Details will be recorded in construction monitoring memorandums submitted to DCA. These milestones will include, at a minimum: 1. Pre-Construction: Before protection measures are installed (CUL-PDF-D), to confirm the baseline condition of the *El Grito*	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		mural is still consistent with the information presented in the HABS-like documentation (CUL-PDF-C). 2. Pre-Construction: Once protection measures (CUL-PDF-D) are installed, to ensure they are sufficient, and their installation has not damaged the *El Grito* mural. 3. Construction: After each phase of active construction 4. Post-Construction: After construction is complete and protective measures have been removed. At this stage, pictures of the *El Grito* mural equivalent to CUL-PDF-C will be taken to objectively compare the condition of the *El Grito* mural before and after construction. The Construction Monitor will also be included on notifications from the real-time vibration monitoring equipment (VIB-A). In the event that damage to the *El Grito* mural not documented at the time of the pre-construction survey is identified as being caused by construction activities during construction monitoring, the Project Sponsor will retain an experienced professional or professionals qualified to carry out the repairs within 12 months of completion of the Project. Repairs will conform to the Secretary of Interior's Standards for the Treatment of Historic Properties 36 CFR Part 68.	
CUL-2: *Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?*	**Construction:** Significant Impact. **Operations:** No Impact.	**MM-CUL-A: Cultural Resources Monitoring and Mitigation Plan.** A Cultural Resources Monitoring and Mitigation Plan (CRMMP) shall be prepared for the Project by a qualified archaeologist meeting the Secretary of Interior Standards for Archaeology (36 CFR § 61) prior	**Construction:** Less Than Significant Impact with Mitigation. **Operations:** No Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		to construction. Where specific project components, such as the Chinatown/State Park Station, have requirements specific to that component, the CRMMP will lay out regulatory requirements (such as PRC 5024) which will be adhered to. This includes SHPO consultation and following practices that seek to avoid and preserve state-owned historical resources, when prudent and feasible. The same would be for any specific requirement from El Pueblo de Los Angeles specific to the work at the Alameda station. The General Plan acknowledges the Park has archaeological sensitivities and, as such, recommends continued study of existing and potential resources as well as the need to constantly update and expand the knowledge of historic activities at the Park. As for the cultural resources associated with the Park, the General Plan states that the Park should "[i]dentify, document, evaluate, and interpret cultural resources at the Park," and "[p]rotect, stabilize, and preserve significant cultural resources within the Park." Specifically, the CRMMP shall be applicable to all ground disturbance activities extending into native soils within known archaeological sites and other areas of high sensitivity. Excavations within or within a specified radius of known archaeological sites shall be monitored up to depth at which the qualified archaeologist determines the base of the archaeological deposit has been reached. The qualified archaeologist shall supervise the archaeological monitor. Monitoring is expected to be required to the maximum depth of planned excavations at the Alameda Station and up to approximately 15 feet in depth at Alameda Tower and the	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		Chinatown/State Park Station. Work will also be monitored by Native American monitors in accordance with Mitigation Measure TCR-A. However, if in the course of excavations the qualified archaeologist determines that the site is disturbed or the sensitivity for significant archaeological resources is low because no resources have been encountered, then monitoring may be reduced or suspended. The monitoring plan shall define pre-construction coordination, construction monitoring for the excavations based on activities and depth of disturbance planned for each Project component (including ground disturbing activities in native soils within known archaeological sites), unanticipated discovery protocols, data recovery (including halting or diverting construction so that archaeological resources can be evaluated and recovered in a timeline manner), artifact and feature treatment, procurement (including a curation plan), and reporting. The Project Sponsor shall coordinate with the archaeologist and Metro to develop an appropriate treatment plan for the resources in accordance with California Public Resources Code (PRC) Section 21083.2(i) if they are determined by Metro to be potentially eligible for the CRHR or potentially qualify as unique archaeological resources pursuant to CEQA. Treatment may include implementation of archaeological data recovery excavations to remove the resource or preservation in place. Key staff shall be identified, and the process of notification and consultation (where entities specific to each station would be identified) shall be specified within the CRMMP as well as protocols for reporting.	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		If the discovery proves significant under CEQA, the archaeologist shall also be required to curate specimens in a repository with permanent retrievable storage and submit a written report to the lead agency within a year of completion of the fieldwork. Once complete, the final report shall be filed with the SCCIC. For Resource 19-004200 and the granite paving (within the Area of Direct Impact of the Project) at Site 19-003120, the CRMMP shall describe the required documentation and treatment of the resources during excavation and removal. **MM-CUL-B: Archaeological Resources Worker Training Program.** To mitigate unknown historical resources within the Area of Direct Impacts and mitigate potential impacts to them, qualified archaeologist shall be hired by the Project Sponsor to develop and conduct a worker training program for the Project with input from El Pueblo (as it pertains to the Alameda Station) and LASHP staff (as it pertains to the Chinatown/State Park Station) prior to the start of ground disturbing activities. The training shall be prepared by an archaeologist who meets the Secretary of the Interior's Standards for Archaeology and will be adjusted to the specific details at the two parks. The training shall provide information to construction workers about the known locations of archaeological resources and potential areas that may be sensitive for archaeological resources associated with the Project. Participation in the training by LASHP and El Pueblo staff, will be encouraged. In the event construction crews are phased or rotated, additional training shall be conducted for the new construction workers conducting ground-	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		disturbing activities. The qualified archaeologist shall retain documentation demonstrating that the appropriate construction workers attended the worker training program. An appropriate presentation shall be prepared by a qualified archaeologist which shall describe and illustrate resources likely to be encountered by Project excavation and outline the protocol to be followed in the event of a find. If any archaeological resources are encountered during ground-disturbing activities, work shall be temporarily halted in the vicinity of the find and the Construction Contractor shall contact the qualified archaeologist to examine and evaluate the resource in accordance with the provisions of CEQA as outlined by the CRMMP. **MM-CUL-C: Archaeological Testing Plan for 19-000887 and 19-004320 (Alameda Station).** To mitigate impacts to Resources 19-000887 and 19-004320, both of which include portions of the Zanja, an NRHP-eligible archaeological site, and where avoidance is not feasible, an archaeological testing plan and data recovery plan for the Area of Direct Impacts, which is located north of the Placita de Dolores, shall be prepared prior to ground disturbing activities and implemented after the paving is removed. Although the proposed Project is designed to not impact the portion of the Zanja Madre within 19-000887, there is the potential to encounter either previously unrecorded portions of the Zanja or artifact refuse from the overall site. Therefore, a testing plan shall be prepared for the portions of the sites that will be impacted outside of the known Zanja location. Within the Project Area of Direct Impacts, resource 19-000887 overlaps unevaluated resource 19-004320, which will	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		therefore also be included in the testing plan. The testing plan shall be prepared in consultation with El Pueblo de Los Angeles Historical Monument Authority specific to these resources at the Alameda Station. The testing plan shall propose limited archaeological excavations of a portion of the site overlapping the Area of Direct Impacts and contain maps showing the overlap of the sites with the project Area of Direct Impacts. The test excavations are intended to identify the location, integrity, and significance of archaeological deposits that may be impacted by the proposed Project. The testing plan shall outline excavation locations and methods, such as where and in what soils mechanical excavations may or may not be used, screen sizes, and the criteria thresholds that would require data recovery. The testing plan shall be implemented once the paving has been removed and far enough in advance of construction for there to be sufficient time to carry out the plan and to prepare a plan for and conduct a data recovery program if needed. If significant archaeological remains are encountered that appear to contribute to the significance of the overall site during the test excavations, data recovery excavations will be required, and a data recovery plan shall be prepared and implemented. The data recovery plan shall detail the treatment of the surviving archaeological remains, if testing identifies any. The data recovery plan will specify a statistically significant sample of the site to be excavated and shall describe the specific tools, screening size, and methods to be used. The plan shall	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		describe how structural remains, if any, will be exposed and mapped. Laboratory studies planned for the analysis of the finds shall also be described. **MM-CUL-D: Archaeological Testing Plan for LAUS Forecourt.** To mitigate impacts to Resource 19-001575, an NRHP-eligible archaeological site, an archaeological testing plan and data recovery plan for the Area of Direct Impacts shall be prepared and implemented prior to ground-disturbing activities. The testing plan shall propose limited archaeological excavations of a portion of the site overlapping the Area of Direct Impacts. The test excavations are intended to identify the location, integrity, and significance of archaeological deposits that may be impacted by the proposed Project. The testing plan shall outline excavation locations and methods, such as where and in what soils mechanical excavations may or may not be used, screen sizes, and the criteria threshold that would require data recovery. If significant archaeological remains are encountered that appear to contribute to the site's NRHP and CRHR eligibility during the test excavations, data recovery excavations will be required, and the data recovery plan shall be implemented. The data recovery plan shall specify a statistically significant sample of the site to be excavated and shall describe the specific tools, screening size, and methods to be used. The plan shall describe how structural remains, if any, will be exposed and mapped.	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		Laboratory studies planned for the analysis of the finds shall also be described. **MM-CUL-E: Archaeological Testing Plan for Los Angeles State Historic Park.** To mitigate unavoidable impacts to Resource 19-003120, an NRHP-eligible archaeological site, an archaeological testing plan and data recovery plan for the Area of Direct Impacts shall be prepared and implemented prior to ground-disturbing activities. The testing plan shall be prepared in consultation with California State Parks and SHPO (per PRC 5024.5). The testing plan shall propose limited archaeological excavations of a portion of the site overlapping the Area of Direct Impacts. The test excavations are intended to identify the location, integrity, and significance of archaeological deposits that may be impacted by the proposed Project; and will specifically be used to confirm and define potential foundations for the Southern Pacific Railroad office/freight house t are shown in Sanborn fire insurance maps to overlap the ADI for the station. The plan shall outline excavation locations and methods, such as where and in what soils mechanical excavations may or may not be used, screen sizes, and the criteria thresholds that would require data recovery. If significant archaeological remains are encountered that appear to contribute to the site's NRHP and CRHR eligibility during the test excavations and avoidance/preservation-in-place is not possible, data recovery excavations will be required, and the data recovery plan shall be implemented. The plan shall specify a statistically significant sample of the site to be excavated and shall describe the specific tools,	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		screening size, and methods to be used. The plan shall describe how structural remains, if any, will be exposed and mapped. Laboratory studies planned for the analysis of the finds shall also be described. **MM-CUL-F: Redesign of Placement of Park Amenity Structures to Avoid Archaeological Features at Los Angeles State Historic Park Station.** After implementation of CUL-E, if it is found that the Park amenities (e.g., concessions and restroom) at the Los Angele State Historic Park have the potential to impact any significant features found during the testing phase of CUL-E, the location of the park amenity structures will be reconfigured to avoid and/or diminish impacts to those features as feasible.	
CUL-3: *Would the Project disturb any human remains, including those interred outside of formal cemeteries?*	**Construction:** Significant Impact. **Operations:** No Impact.	Refer to **MM-CUL-D and MM-CUL-F** as defined in **CUL-2**.	**Construction:** Less Than Significant Impact with Mitigation. **Operations:** No Impact.
ENERGY			
ENE-1: *Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*	Electricity **Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact. Fuel **Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.	No mitigation measures required.	Electricity **Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact. Fuel **Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
	Natural Gas **Construction:** Less Than Significant Impact. **Operations:** No Impact.		Natural Gas **Construction:** Less Than Significant Impact. **Operations:** No Impact.
ENE-2: *Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*	Less Than Significant Impact.	No mitigation measures required.	Less Than Significant Impact.
GEOLOGY AND SOILS			
GEO-1: *Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving: 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; or landslides?*	**Construction:** Significant Impact. **Operations:** Less Than Significant Impact.	**MM-GEO-A:** *Prepare a Site-Specific Final Geotechnical Report.* The Project Sponsor shall engage a California-registered geotechnical engineer to prepare and submit a site-specific final geotechnical investigation and report to the City of Los Angeles for review, consistent with the requirements of the CBC, applicable Los Angeles amendments, and California Geological Survey Special Publication 117 (as amended). A site-specific geotechnical exploration program, along with associated laboratory testing, is necessary to complete a design-level evaluation of the geologic hazards and conditions, seismic hazards, grading conditions, and foundation capacities. The site-specific final geotechnical report shall provide a description of the geological and geotechnical conditions at the site; the findings, conclusions, and mitigation recommendations for potential geologic and seismic hazards; and design-level geotechnical recommendations in support of grading and foundation design. Additionally, the geotechnical report shall include recommended measures to reduce potential impacts related to landslides, subsidence, liquefaction, differential settlement, expansive soils, soil corrosivity, or other potential ground failures induced by the proposed Project.	**Construction:** Less Than Significant Impact with Mitigation. **Operations:** Less Than Significant Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		The submittal and approval of the final geotechnical report shall be a condition of the grading and construction permits issued by the City of Los Angeles Department of Building and Safety. The Project Sponsor shall implement the recommendations contained in the approved report during project design and construction.	
GEO-2: *Would the Project result in substantial soil erosion or the loss of topsoil?*	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.	No mitigation measures required.	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.
GEO-3: *Would the Project 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?*	**Construction:** Significant Impact. **Operations:** Less Than Significant Impact.	Refer to **MM-GEO-A** as defined in **GEO-1**.	**Construction:** Less Than Significant Impact with Mitigation. **Operations:** Less Than Significant Impact.
GEO-4: *Would the Project be located on expansive soil, as defined in Section 1803.5.3 of the current CBC, creating substantial direct or indirect risks to life or property?*	**Construction:** Significant Impact. **Operations:** Less Than Significant Impact.	Refer to **MM-GEO-A** as defined in **GEO-1**.	**Construction:** Less Than Significant Impact with Mitigation. **Operations:** Less Than Significant Impact.
GEO-5: *Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*	**Construction:** No Impact. **Operations:** No Impact.	No mitigation measures required.	**Construction:** No Impact. **Operations:** No Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
GEO-6: *Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*	**Construction:** Significant Impact. **Operations:** No Impact.	**MM-GEO-B:** *Prepare a Paleontological Resources Monitoring and Mitigation Plan (PRMMP).* A PRMMP shall be developed by a qualified paleontologist meeting the criteria established by the Society for Vertebrate Paleontology. The plan shall apply to paleontologically sensitive deposits, including older Quaternary alluvium and Puente formation deposits, that may be impacted by the proposed Project, as determined by a qualified paleontologist in consultation with the construction team and guided by geotechnical coring. The qualified paleontologist shall supervise the paleontological monitor, who shall be present during construction excavations into older Quaternary alluvial deposits and Miocene Puente formation deposits. Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains, and where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains. The frequency of monitoring inspections shall be determined by the paleontologist, and shall be based on the rate of ground-disturbing activities, the material being excavated, and the depth of excavation; and if found, the abundance and type of paleontological materials. If any paleontological materials are found, the paleontological monitor shall temporarily divert or redirect ground-disturbing activities in the area of the exposed fossil to facilitate evaluation, and if necessary, salvage. The paleontologist shall assess the discovered material(s) and provide a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource, as appropriate. The Project Sponsor shall comply with the recommendations of the	**Construction:** Less Than Significant Impact with Mitigation. **Operations:** No Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		evaluating paleontologist, and ground-disturbing activities may resume once the paleontologist's recommendations have been implemented to the paleontologist's satisfaction. If paleontological materials are found, the paleontologist shall prepare a report identifying the resource and the recommendations proposed and implemented, within 1 year of completion of the fieldwork. A copy of the report shall be submitted to the Los Angeles County Natural History Museum.	
GREENHOUSE GAS EMISSIONS			
GHG-1: *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.	No mitigation measures required.	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.
GHG-2: *Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?*	Less Than Significant Impact.	No mitigation measures required.	Less Than Significant Impact.
HAZARDS AND HAZARDOUS MATERIALS			
HAZ-1: *Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*	**Construction:** Significant Impact. **Operations:** Less Than Significant Impact.	**MM-HAZ-A:** *Prepare a Soil and Groundwater Management Plan*. The Project Sponsor shall retain a qualified environmental consultant to prepare a Soil and Groundwater Management Plan prior to any re-grading, decommissioning, or construction activities. The Soil and Groundwater Management Plan would be prepared and implemented to specify methods for handling and disposal in the event contaminated groundwater, contaminated soil, or structures are encountered during Project construction. The Soil and Groundwater Management Plan shall provide a summary of	**Construction:** Less Than Significant Impact with Mitigation. **Operations:** Less Than Significant Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		the environmental conditions at each Project component site, including stations and towers. The Soil and Groundwater Management Plan shall include methods and procedures for sampling and analyzing soils and/or groundwater to classify them as either hazardous or non-hazardous; and if identified as hazardous, shall include additional methods and procedures for the proper handling and removal of impacted soils and/or groundwater for off-site disposal and/or recycle. Methods and procedures in the Soil and Groundwater Management Plan shall be in accordance with current federal, state, and local regulations, and be protective of workers and the environment. **MM-HAZ-B:** *Hazardous Materials Abatement.* Prior to demolition of the existing building at 1201 North Broadway, a licensed abatement contractor will conduct hazardous materials abatement, which would remove, dispose of, and transport hazardous materials in accordance with federal, state, and local regulations. The licensed abatement contractor would be required to comply with Cal/OSHA regulations governing asbestos standards and lead paint standards (California Code of Regulations Article 4 Sections 1529, 5208, and 1532), OSHA 29 CFR Section 1926.62 regarding lead construction, and OSHA 29 CFR Section 1926.1101 regarding asbestos exposure. The contractor would also be required to comply with SCAQMD Rule 1403, related to asbestos emissions during building demolition activities. Safe work measures would be taken during the hazardous materials abatement, including wetting the area to prevent possible release of hazardous materials into the	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		air, removing dust with high-efficiency particulate air vacuums and/or disposable wet wipe towels.	
HAZ-2: *Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials to the environment?*	**Construction:** Significant Impact. **Operations:** Less Than Significant Impact.	Refer to **MM-HAZ-A** and **MM-HAZ-B** as defined in **HAZ-1**.	**Construction:** Less Than Significant Impact with Mitigation. **Operations:** Less Than Significant Impact.
HAZ-3: *Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*	**Construction:** Significant Impact. **Operations:** Less Than Significant Impact.	Refer to **MM-HAZ-A** and **MM-HAZ-B** as defined in **HAZ-1**.	**Construction:** Less Than Significant Impact with Mitigation. **Operations:** Less Than Significant Impact.
HAZ-4: *Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*	**Construction:** Significant Impact. **Operations:** No Impact.	Refer to **MM-HAZ-A** and **MM-HAZ-B** as defined in **HAZ-1**.	**Construction:** Less Than Significant Impact with Mitigation. **Operations:** No Impact.
HAZ-5: *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive*	No Impact.	No mitigation measures required.	No Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
noise for people residing or working in the project area?			
HAZ-6: *Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.	No mitigation measures required.	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.
HYDROLOGY AND WATER QUALITY			
HWQ-1: *Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.	No mitigation measures required.	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.
HWQ-2: *Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*	**Construction:** Less Than Significant Impact. **Operations:** No Impact.	No mitigation measures required.	**Construction:** Less Than Significant Impact. **Operations:** No Impact.
HWQ-3: *Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.	No mitigation measures required.	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
i. *result in substantial erosion or siltation on- or off-site;* ***ii.*** *substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;* ***iii.*** *create or contribute to runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or* ***iv.*** *impede or redirect flood flows?*			
HWQ-4: *Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?*	Less Than Significant Impact.	No mitigation measures required.	Less Than Significant Impact.
HWQ-5: *Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.	No mitigation measures required.	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
LAND USE AND PLANNING			
LUP-1: *Would the Project physically divide an established community?*	**Construction:** Less Than Significant Impact. **Operations:** No Impact.	No mitigation measures required.	**Construction:** Less Than Significant Impact. **Operations:** No Impact.
LUP-2: *Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*	Significant Impact.	**LUP-A:** *Obtain a Los Angeles State Historic Park General Plan Amendment*. Pursuant to Public Resources Code 5002.2, the proposed Project shall obtain an amendment to the Los Angeles State Historic Park General Plan to allow transit uses within the Los Angeles State Historic Park General Plan.	Less Than Significant Impact with Mitigation.
MINERAL RESOURCES			
MIN-1: *Would the Project 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?*	No Impact.	No mitigation measures required.	No Impact.
MIN-2: *Would the Project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*	No Impact.	No mitigation measures required.	No Impact.
NOISE			
NV-1: *Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable*	**Construction**: Significant and Unavoidable. **Operation**: Less Than Significant Impact.	**MM-NOI-A:** *Prepare a Construction Noise Management Plan.* Prior to the issuance of grading permits for the proposed Project, the Project Sponsor shall design a Construction Noise Management Plan to minimize the construction-related noise impacts to off-site noise-sensitive receptors. The Construction Noise Management Plan shall include the following measures to reduce noise levels:	**Construction**: Significant and Unavoidable. **Operation**: Less Than Significant Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
standards or other agencies?		• **Noise Barriers**: Temporary construction noise barriers between the Project construction area and affected receptors shall be installed as identified below. The noise barriers shall be designed to have a sound transmission class (STC) rating of at least 25 and should have the ability to provide a range of noise reduction between 5 dBA and 15 dBA when the construction equipment is located below the elevation level of the noise barrier and there is no line-of-sight between the construction equipment and the noise-sensitive receptors. Specific locations and heights for the temporary noise barriers shall include the following by Project components: • Alameda Station o For the entire duration of construction, the Project shall provide a 24-foot temporary noise barrier between the Project construction site and NSR 3 [Mozaic Apartments]. o For the entire duration of construction, the Project shall provide an 8-foot temporary noise barrier between the Project construction site and NSR 1A [Union Station] and NSR 1B [First Five LA]. o During the Foundations and Columns phase, the Project shall provide a 10-foot temporary noise barrier between the Project construction activities occurring within Alameda Street and NSR 1A [Union Station], NSR 1B [First Five	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		LA], NSR 2 [El Pueblo], and NSR 3 [Mozaic Apartments]. o During a portion of the Structural Steel and Gondola Equipment Erection phase and during a portion of the Vertical Circulation, Hardscaping, Landscaping, and Interior Work phase, temporary platforms will be installed to facilitate construction activities. While the temporary platforms are installed, the Project shall provide a 10-foot temporary noise barrier on the temporary platforms between the Project construction site and NSR 3. • Alameda Tower o For the entire duration of construction, the Project shall provide an 8-foot temporary noise barrier between the Project construction site and NSR 4 [The California Endowment]. o During a portion of the Structural Steel and Gondola Equipment Erection phase, temporary platforms will be installed to facilitate construction activities. While the temporary platforms are installed, the Project shall provide a 10-foot temporary noise barrier on the temporary platforms between the Project construction site and NSR 4. • Alpine Tower o For the entire duration of construction, the Project shall	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		provide an 8-foot temporary noise barrier between the Project construction site and NSR 6 [Chinatown Senior Lofts] and NSR 7 [Homeboy Industries]. o During a portion of the Structural Steel and Gondola Equipment Erection phase, temporary platforms will be installed to facilitate construction activities. While the temporary platforms are installed, the Project shall provide a 10-foot temporary noise barrier on the temporary platforms between the Project construction site and NSR 6 and NSR 7. o NSR 5 [Future Residential] is currently an undeveloped city-owned parking lot and is proposed for future multi-family residential uses. If NSR 5 is occupied by residential units at the time of Project construction, the following noise barriers shall be provided: ▪ For the entire duration of construction, the Project shall provide an 8-foot temporary noise barrier between the Project construction site and NSR 5. ▪ During the Foundations and Columns and Structural Steel and Gondola Equipment Erection phases, the Project shall provide a 24-foot temporary noise barrier between the Project construction site and occupied	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		residential units at NSR 5 [Future Residential]. ▪ During a portion of the Structural Steel and Gondola Equipment Erection phase, temporary platforms will be installed to facilitate construction activities. While the temporary platforms are installed, the Project shall provide a 10-foot temporary noise barrier on the temporary platforms between the Project construction site and NSR 5. • Chinatown/State Park Station o For the entire duration of construction, the Project shall provide an 8-foot temporary noise barrier between the Project construction site and NSR 9 [Blossom Plaza], NSR 10 [Future Residential Development], NSR 11 [Capitol Milling], and NSR 14S [Los Angeles State Park]. The noise barrier will include a gate that may be temporarily opened for access during construction hours along Spring Street for construction access. o For the entire duration of construction, the Project shall provide a 10-foot temporary noise barrier between the Chinatown/State Park Station and NSR 8 [College Station] and NSR 12 [Future Residential Development].	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		○ During a portion of the Structural Steel and Gondola Equipment Erection phase, temporary platforms will be installed to facilitate construction activities. While the temporary platforms are installed, the Project shall provide a 10-foot temporary noise barrier on the temporary platforms between the Project construction site and NSR 8, NSR 12, and NSR 14S. • Broadway Junction ○ For the entire duration of construction, the Project shall provide a 24-foot temporary noise barrier between the Project construction site and NSR 13 [Future Development], NSR 14N [Los Angeles State Historic Park], and NSR 17 [Low Rise Residential]. ○ During the Demolition phase and the Foundations and Columns phase, the Project shall provide a 24-foot temporary noise barrier between the Project construction site and NSR 16 [Cathedral High School]. ○ During the Structural Steel and Gondola Equipment Erection phase and the Vertical Circulation, Hardscaping, Landscaping, and Interior Work phase, the Project shall provide an 8-foot temporary noise barrier between the Project construction site and NSR 16 [Cathedral High School]	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		○ During a portion of the Structural Steel and Gondola Equipment Erection phase and during a portion of the Vertical Circulation, Hardscaping, Landscaping, and Interior Work phase, temporary platforms will be installed to facilitate construction activities. While the temporary platforms are installed, the Project shall provide a 10-foot temporary noise barrier on the temporary platforms between the Project construction site and NSR 13, NSR 14 N, NSR 16, and NSR 17. • Stadium Tower ○ During the Foundations and Columns phase, the Project shall provide an 8-foot temporary noise barrier between the Project construction site and NSR 16 [Cathedral High School] and NSR 17 [Low Rise Residential]. ○ During a portion of the Structural Steel and Gondola Equipment Erection phase, temporary platforms will be installed to facilitate construction activities. While the temporary platforms are installed, the Project shall provide a 10-foot temporary noise barrier on the temporary platforms between Project construction and NSR 16 and NSR 17. • **Equipment Maintenance**: Construction equipment shall be properly maintained per	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		manufacturers' specifications to prevent noise due to worn or improperly maintained parts and shall be fitted with the best available noise suppression devices (i.e., mufflers, lagging, and/or motor enclosures). All impact tools shall be shrouded or shielded, and all intake and exhaust ports on power equipment shall be muffled or shielded. • **Electrical Sources:** When possible, on-site electrical sources shall be used to power equipment rather than diesel generators. • **Sensitive Uses:** Fixed and/or stationary equipment (e.g., generators, compressors, concrete mixers) shall be located away from noise-sensitive receptors. • **Community Outreach:** The following shall be implemented to reduce impacts to the local community related to disturbances from construction noise: • Noise Disturbance Coordinator: A noise and vibration disturbance coordinator shall be established. The noise disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The noise and vibration disturbance coordinator shall determine the cause of the complaint (e.g., starting too early, bad muffler, etc.) and shall be required to implement reasonable measures to address the complaint. Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		surrounding property owners to contact the job superintendent if necessary. In the event a complaint is received, appropriate corrective actions shall be implemented and a report of the action provided to the reporting party. • Construction Notice: The construction contractor shall provide a construction notice to residents within 500 feet of the construction site for each Project component prior to initiation of construction activities. The construction site notice shall include job site address, anticipated equipment to be used and duration of construction activities, permit number, name and phone number of the job superintendent, construction hours, and the City telephone number where violations can be reported. The notice will also include the phone number of the noise disturbance coordinator. • **Limit Idling Equipment**: Construction equipment shall not idle for longer than 5 minutes, as required by section 2485 of the California Code of Regulations. **NOI-PDF-A: Gondola Cabin Noise Control Features.** The Project's gondola cabins shall include the following features: 1. Gondola cabins shall be designed with an interior-to-exterior noise reduction rating of no less than Sound Transmission Class (STC) 35.	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		2. If heating, ventilation, and air conditioning (HVAC) units are included in the gondola cabin design, they shall be designed with a sound power level of no more than 71 dBA.	
NV-2: *Would the Project result in generation of excessive groundborne vibration or groundborne noise levels?*	**Construction**: Significant and Unavoidable. **Operation**: Less Than Significant Impact.	**MM-VIB-A:** ***Vibration Monitoring.*** Prior to the issuance of grading permits for the proposed Project, the Project Sponsor shall design a Vibration Monitoring Plan. The Plan shall provide for: • Vibration Monitoring Equipment: the placement of vibration monitoring equipment at least 26 feet away from the Avila Adobe (1970s addition), El Grito mural wall, and The Old Winery by a qualified professional for real-time vibration monitoring for construction work at the Alameda Station requiring heavy equipment or ground compaction devices. • Modification of Vibration Equipment: The monitoring devices shall notify the construction crew if vibration levels are within 0.1 PPV, in/sec, of the vibration damage threshold. The construction crew shall modify the construction equipment to ensure that the vibration damage threshold is not exceeded. **MM-VIB-B:** ***Force Adjustable Ground Compaction Devices.*** For construction work occurring at the Alameda Station in proximity to the Avila Adobe (1970s addition), El Grito Mural, and The Old Winery: • At a distance of 26 feet or more from the Avila Adobe (1970s addition), El Grito Mural and The Old Winery, any ground compacting equipment, including vibratory rollers and	**Construction**: Significant and Unavoidable. **Operation**: Less Than Significant Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		plate compactors, shall be calibrated onsite prior to use to ensure vibration levels remain below the assumed reference level of 0.21 PPV, in/sec, at 25 feet. If the ground compacting equipment cannot achieve the assumed reference level, equipment with less vibration (less than 0.21 PPV, in/sec, at 25 feet), non-vibrating equipment, or hand tools shall be required for ground compaction activities. • Any ground compaction or excavation/drilling operations within 26 feet of the Avila Adobe (1970s addition), El Grito Mural or The Old Winery structures must be completed with non-vibrating equipment or hand tools. Refer to **CUL-PDF-A, CUL-PDF-B, CUL-PDF-C, CUL-PDF-D**, and **CUL-PDF-E** as defined in **CUL-1**	
NV-3: *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?*	No Impact.	No mitigation measures required.	No Impact.
POPULATION AND HOUSING			
POP-1: *Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for*	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.	No mitigation measures required.	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
example, through extension of roads or other infrastructure)?			
POP-2: *Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.	No mitigation measures required.	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.
PUBLIC SERVICES			
PS-1: *Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times, or other performance objectives for any of the public services: Fire Protection?*	**Construction:** Significant Impact. **Operations:** Less Than Significant Impact.	Refer to **WFR-PDF-A** as defined in **WFR-1.** Refer to **MM-TRA-B** as defined in TRA-3.	**Construction:** Less Than Significant Impact with Mitigation. **Operations:** Less Than Significant Impact.
PS-2: *Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service*	**Construction:** Significant Impact **Operations:** Less Than Significant Impact.	Refer to **MM-TRA-B** as defined in TRA-3.	**Construction:** Less Than Significant Impact with Mitigation. **Operations:** Less Than Significant Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
ratios, response times, or other performance objectives for any of the public services: Police Protection?			
PS-3: *Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Schools?*	**Construction:** Significant Impact **Operations:** Less Than Significant Impact.	Refer to **MM-TRA-B**as described in TRA-3.	**Construction:** Less Than Significant Impact with Mitigation. **Operations:** Less Than Significant Impact.
PS-4: *Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services? Other public facilities?*	**Construction:** Significant Impact **Operations:** Less Than Significant Impact.	Refer to **MM-TRA-B**as described in TRA-3.	**Construction:** Less Than Significant Impact with Mitigation. **Operations:** Less Than Significant Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
PARKS AND RECREATIONAL FACILITIES			
PR-1: *Would the Project result in an increase in the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*	**Construction**: Less Than Significant Impact. **Operation**: Less Than Significant Impact.	No mitigation measures required.	**Construction**: Less Than Significant Impact. **Operation**: Less Than Significant Impact.
PR-2: *Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*	**Construction**: Less Than Significant Impact. **Operation**: Less Than Significant Impact.	No mitigation measures required.	**Construction**: Less Than Significant Impact. **Operation**: Less Than Significant Impact.
PR-3: *Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks?*	**Construction**: Less Than Significant Impact. **Operation**: Less Than Significant Impact.	No mitigation measures required.	**Construction**: Less Than Significant Impact. **Operation**: Less Than Significant Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
TRANSPORTATION			
TRA-1: *Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?*	Less Than Significant Impact.	No mitigation measures required.	Less Than Significant Impact.
TRA-2: *Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) (Vehicle Miles Traveled)?*	**Construction:** No Impact. **Operations:** No Impact.	No mitigation measures required.	**Construction:** No Impact. **Operations:** No Impact.
TRA-3: *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*	**Construction:** Significant Impact. **Operations:** Significant Impact.	**MM-TRA-A**: *Visibility Enhancements.* Prior to the completion of construction of the proposed Project, and in coordination with and subject to the approval of LADOT, the Sponsor shall design visibility enhancements for the following locations sufficient to alert drivers to the presence of pedestrians: • Alameda Tower • Chinatown/State Park Station Visibility enhancement features could include high visibility crosswalk treatments, advanced crossing warning signs, flashing beacons, upgraded lighting, and new or upgraded traffic controls, such as traffic signals and all-way stops and right turn on red restrictions and channelization of pedestrians to marked crosswalk locations via fencing. The mitigation measure would be implemented during the construction phase and would be completed prior to proposed Project operations.	**Construction:** Less Than Significant Impact with Mitigation. **Operations:** Less Than Significant Impact with Mitigation.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		MM-TRA-B: *Construction Traffic Management Plan***:** Prior to the issuance of a building permit for the proposed Project, a detailed Construction Traffic Management Plan (CTMP), including street closure information, detour plans, haul routes, and a staging plan, shall be prepared and submitted to the City for review and approval. The CTMP shall formalize how construction will be carried out and identify specific actions that will be required to reduce effects on the surrounding community. The CTMP shall be based on the nature and timing of the specific construction activities at each of the Project construction sites. This coordination will ensure construction activities of the concurrent related projects and associated hauling activities are managed in collaboration with one another and the proposed Project. The CTMP may be updated as construction progresses to reflect progress at the various Project construction sites. The CTMP will include, but not be limited to, the following elements as appropriate: • As traffic lane, parking lane, and sidewalk closures are anticipated, worksite traffic control plans, approved by the City of Los Angeles, shall be developed and implemented to route vehicular traffic, bicyclists, and pedestrians around any such closures. • Visibility to open pedestrian crossings will be maintained, or temporary or permanent measures consistent with TRA-A shall be implemented if determined to be appropriate in coordination with LADOT. In absence of measures to mitigate or eliminate visual obstructions for pedestrians crossing the	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		street, pedestrian crossings may be closed or relocated to more visible locations. • Existing school crossings, as denoted by yellow crosswalk striping consistent with the Manual on Uniform Traffic Control Devices (MUTCD) along proposed detour routes shall be evaluated in coordination with LADOT to determine if crossing guards should temporarily be assigned. If it is determined that crossing guards should be assigned, on days/times when detours are active, the proposed Project shall fund crossing guards during morning school arrival and afternoon school departure periods during periods when adjacent schools are in session. If school crossings along detour routes are unsignalized, temporary traffic signals will be evaluated in coordination with LADOT, and would be implemented by the proposed Project if deemed necessary. • As partial and full street closures are anticipated at various locations during portions of the Project construction, detour plans, approved by the City of Los Angeles, shall be developed and implemented to route vehicular traffic and bicyclists to alternative routes during these periods. • Ensure that access will remain accessible for land uses in proximity to the Project alignment and component sites during project construction. In some cases, alternative access locations would be provided or supervised temporary access through the worksite would be accommodated during construction phases	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		where access is hindered, such as foundation construction. • Coordinate with the City and emergency service providers to ensure emergency access is provided to the Project alignment and component sites and neighboring businesses and residences. Emergency access points will be marked accordingly in consultation with LAFD, as necessary. • Conduct construction management meetings with City staff and other surrounding construction-related project representatives (i.e., construction contractors) whose projects will potentially be under construction at around the same time as the Project bimonthly, or as otherwise determined appropriate by City Staff. • Provide off-site truck staging in a legal area furnished by the construction truck contractor. • Schedule deliveries and pick-ups of construction materials during non-peak travel periods to the extent possible and coordinate to reduce the potential of trucks waiting to load or unload for protracted periods. • During construction activities when construction worker parking cannot be accommodated at the Project component sites, identify alternate parking location(s) for construction workers and the method of transportation to and from the Project component sites (if beyond walking distance) for approval by the City 30 days prior to commencement of construction.	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		• Provide all construction contractors with written information on where their workers and their subcontractors are permitted to park and provide clear consequences to violators for failure to follow these regulations	
TRA-4: *Would the project result in inadequate emergency access?*	**Construction:** Significant Impact. **Operations:** Less Than Significant Impact.	Refer to **MM-TRA-B** as defined in **TRA-3**. **MM-TRA-C**: *Temporary Disaster Route Plan.* Prior to the issuance of a building permit for the proposed Project, and in coordination with and subject to the approval of LADOT, the Sponsor shall submit a temporary disaster route plan to LADOT, which shall include street closure information and detour plans in order to facilitate the movement of emergency vehicles through the study area and minimize effects on emergency response during a disaster. Construction activities and temporary lane closures could quickly be halted in event of an emergency to allow emergency vehicles to travel through the work zones. In addition to detours, the temporary disaster route plan could also include temporary operational measures that would be implemented by the City during a disaster, including temporary contra-flow lanes or reversing directions to flush vehicles during a disaster situation. The temporary disaster route plan would be prepared for the following locations: • During those periods when construction of the Alameda Station, the Chinatown/State Park Station, and the Alameda and Alpine Towers require partial closure of one direction or full closure of both directions of Alameda Street or Spring Street.	**Construction:** Less Than Significant Impact with Mitigation. **Operations:** Less Than Significant Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
TRIBAL CULTURAL RESOURCES			
TCR-1: *Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, in in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?*	**Construction:** Significant Impact. **Operations:** No Impact.	Refer to **MM-CUL-D** as defined in **CUL-2**.	**Construction:** Less Than Significant Impact with Mitigation. **Operations:** No Impact.
TCR-2: *Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion*	**Construction:** Significant Impact. **Operations:** No Impact.	Refer to **MM-CUL-A** and **MM-CUL-D** as defined in **CUL-2**. **MM-TCR-A:** *Native American Monitor.* Because of the potential to encounter tribal cultural resources, a Native American monitor shall be retained to monitor project-related, ground-disturbing construction activities (e.g., boring, grading, excavation, drilling, trenching) that occur after existing pavement and structures are removed at the location of the Alameda Station. If cultural resources are encountered elsewhere along the alignment during construction that, in the opinion of the archaeological Principal Investigator (as defined in 32 CFR Section 767.8), are likely of Native American origin, then	**Construction:** Less Than Significant Impact with Mitigation. **Operations:** No Impact.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?		Native American monitoring may be extended to include the area of the find. The Principal Investigator will make the recommendation to the Project Sponsor and Metro if it seems the Native American monitoring should be extended. The appropriate Native American monitor shall be selected based on ongoing coordination with consulting tribes and shall be identified in the CRMMP. The CRMMP is described in Mitigation Measure CUL-A. Specifically, the CRMMP and Native American monitoring would be applicable to ground disturbance activities extending into native soils at the location of the Alameda Station and, if cultural resources are encountered elsewhere along the alignment during construction that, in the opinion of the archaeological Principal Investigator, are likely of Native American origin. Monitoring procedures and the role and responsibilities of the Native American monitor shall be outlined in the CRMMP. In the event the Native American monitor identifies cultural or archeological resources, the monitor shall be given the authority to temporarily halt construction (if safe) within 50 feet (15 meters) of the discovery to investigate the find and contact the archaeological Principal Investigator. The Native American monitor and consulting tribe(s) shall be provided an opportunity to participate in the documentation and evaluation of the find. If a data recovery plan is prepared, the consulting tribe(s) shall be provided an opportunity to review and provide input on the plan.	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
UTILITIES AND SERVICE SYSTEMS			
USS-1: *Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*	**Construction:** Significant Impact. **Operations:** Less Than Significant Impact.	**MM-USS-A:** *Development of a Utility Relocation Plan.* Before the start of construction-related activities, including the relocation of utilities, the Project Sponsor shall coordinate with the LADWP, LASAN, SoCalGas, and Metro to prepare a Utility Relocation Plan. The Project Sponsor shall also coordinate with the utility companies to minimize impacts to services throughout the Project and obtain their approval of the Utility Relocation Plan. The Utility Relocation Plan shall be prepared, reviewed, and approved by a licensed civil engineer and, at a minimum, include the following: • Plans that identify the utility infrastructure elements, including access for utility providers and easements, as applicable, that require relocation as a result of the proposed Project; • Safety measures to avoid any human health hazards or environmental hazards associated with capping and abandoning some utility infrastructure, such as natural gas lines or sewer lines; and • Timing for completion of the utility relocation, which shall be scheduled to minimize disruption to the utility companies and their customers.	**Construction:** Less Than Significant with Mitigation. **Operations:** Less Than Significant.
USS-2: *Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future*	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.	No mitigation measures required.	**Construction:** Less Than Significant. **Operations:** Less Than Significant.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
development during normal, dry, and multiple dry years?			
USS-3: *Would the Project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.	No mitigation measures required.	**Construction:** Less Than Significant. **Operations:** Less Than Significant.
USS-4: *Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*	**Construction:** Significant Impact. **Operations:** Less Than Significant Impact.	Refer to **MM-HAZ-A** as defined in **HAZ-1**.	**Construction:** Less Than Significant with Mitigation. **Operations:** Less Than Significant.
WILDFIRE			
WFR-1: *Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?*	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.	No mitigation measures required. **WFR-PDF-A:** The Project will prepare a Fire Protection Plan, which will be implemented during construction of the Broadway Junction, Stadium Tower, and Dodger Stadium Station. The Fire Protection Plan will include the following measures that shall be implemented to the extent applicable in order to further reduce risks associated with ignition of wildland fire:	**Construction:** Less Than Significant. **Operations:** Less Than Significant.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		• Prior to the start of any construction activities, a Fire Prevention Program Superintendent shall be designated to interface with the LAFD and coordinate fire watch and site fire prevention and response. • In exceedance of regulatory requirements, the Fire Prevention Program Superintendent shall prohibit hot work construction activities during Red Flag Warnings, which are issued for a stated period of time by the National Weather Service using pre-determined criteria to identify particularly critical wildfire danger in a particular geographic area. • Prior to the start of any hot work construction activities, the Fire Prevention Program Superintendent will implement tiered fire watches with increased staff tasked with monitoring for ignitions during hot work activities (fire watch). The fire watch shall be provided during hot work and shall continue to monitor for a minimum of 30 minutes following completion of the hot work activities. The Fire Prevention Program Superintendent may determine during construction that this monitoring period be increased based on the potential for weather conditions that may increase the potential for sparks to be carried by the wind and result in ignition (i.e., the potential for high wind events, high temperature, and/or low relative humidity). • Prior to the start of any construction activities, the construction manager in coordination with the Fire Prevention Program Superintendent shall provide site fire safety training for all construction crew	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		members, including on the regulatory requirements set forth in Section 3.20.2, the proper use of firefighting equipment, and procedures to be followed in the event of a fire. Project staff shall be trained prior to the start of construction to identify and report to the appropriate authority potential fire safety hazards, including the presence of sparks or smoke. The construction manager shall maintain training records which will be available for review by Metro, the city, and LAFD. • Prior to the start of construction, the construction area shall be cleared of all dead and downed vegetation and dead or dry leaves and pine needles from the ground. Trees within the construction area shall either be removed or trimmed to keep branches a minimum of 10 feet from other trees. Vegetation within the construction area shall be controlled through periodic cutting and spraying of weeds. • Ongoing fire safety inspections and patrols of the construction site shall be integrated into Project site security procedures for the duration of construction. The assigned fire patrols shall verify the proper tools and equipment are on site, serve as a lookout for fire starts, including participating in a fire watch to make sure no residual fire exists following the completion of the construction activity. • Each construction area shall be equipped with fire extinguishers and firefighting equipment sufficient to extinguish small flames.	

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
		• The Fire Prevention Program Superintendent shall provide outreach and orientation services to responding fire stations including pre-staging measures prior to the start of hot work construction activities. • Any fire ignited on site shall be promptly reported to LAFD	
WFR-2: *Would the Project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.	No mitigation measures required. Refer to **WFR-PDF-A** as defined in **WFR-1**. **WFR-PDF-B:** Prior to the start of construction, the Project shall provide a fuel modification zone surrounding the Stadium Tower construction site starting from the construction area perimeter of either 70 feet or until the nearest paved roadway that thins or removes all vegetation, dead or dry leaves and pine needles from the ground, and trims or remove trees to keep branches a minimum of 10 feet from other trees. Stadium Tower construction site plan shows a buffer zone of 70 feet or to nearest paved roadway.	**Construction:** Less Than Significant. **Operations:** Less Than Significant.
WFR-3: *Would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.	Refer to **WFR-PDF-A** as defined in WFR-1 and **WFR-PDF-B** as defined in **WFR-2**.	**Construction:** Less Than Significant. **Operations:** Less Than Significant.

Potential Environmental Impacts	Significance Determination	Project Design Feature(s) (PDF) and/or Mitigation Measure(s) (MM)	Significance Determination After Mitigation
WFR-4: *Would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.	No mitigation measures required.	Less Than Significant.
WFR-5: *Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?*	**Construction:** Less Than Significant Impact. **Operations:** Less Than Significant Impact.	No mitigation measures required. Refer to **WFR-PDF-A** as defined in WFR-1 and **WFR-PDF-B** as defined in **WFR-2**. **WFR-PDF-C:** During operation of the Broadway Junction, Stadium Tower, and Dodger Stadium Station, security monitoring by staff and cameras shall be implemented. Project staff shall be trained to identify and report to the appropriate authority potential fire safety hazards, including the presence of sparks or smoke. Any fire ignited on site shall be promptly reported to LAFD.	**Construction:** Less Than Significant. **Operations:** Less Than Significant.