ATTACHMENT A

ADDENDUM TO
ENVIRONMENTAL IMPACT REPORT FOR THE DIVISION 20 PORTAL WIDENING/
TURNBACK FACILITY PROJECT

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

SCH # 2017101034

JULY 2019

1.0 INTRODUCTION

This environmental document is an Addendum to the Division 20 Portal Widening/Turnback Facility Project (Project; Proposed Project) Environmental Impact Report (EIR) (State Clearinghouse No. 2017101034), which was certified by the Metro Board of Directors on October 25, 2018. The purpose of this Addendum is to evaluate whether changes to the Project or to its surrounding circumstances necessitate supplemental environmental review under the California Environmental Quality Act (CEQA) (Pub. Resources Code, Section 21000 et seq.), pursuant to Public Resources Code Section 21166 and Section 15162 of the State CEQA Guidelines (14 Cal. Code Regs. et seq.). This Addendum also considers revised mitigation measures that have been necessitated by changes to the Project and its surrounding circumstances. Specifically, since the certification of the EIR, two components of the Project—a column to support the high-speed rail (HSR) and a ventilation shaft building—have been eliminated. Additionally, the Citizens Warehouse/Lysle Storage Company building (commonly known as the Pickle Works building) has been demolished due to a fire (unrelated to the Project). As discussed in Section 4.0, *Significance Determination*, the elimination of the column to support HSR and the ventilation shaft building will result in reduced impacts. In addition, the fire at and demolition of the Citizens Warehouse/Lysle Storage Company building changes the building's eligibility for the National Register of Historical Places. As a result, the mitigation measures previously identified to maintain and protect the building have been eliminated from the Project. Although the elimination of the HSR component and the fire and demolition of the building alter the Project and the potential impacts, the EIR, and the construction and operational activities that were addressed within it, continue to serve as the appropriate document addressing the environmental impacts of these improvements pursuant to CEQA.

1.1 BACKGROUND

The EIR for the Proposed Project addressed construction-level and operational-level impacts related to the Division 20 Portal Widening/Turnback Facility Project, which is composed of the following: widening of the existing portal for the Metro Red and Purple Lines Maintenance Yard (Division 20 Rail Yard), development of a high-capacity turnback facility, increased train storage capacity, and reconfiguration of the existing internal tracks and access roads. The EIR evaluated potential environmental effects on aesthetics, agriculture and forestry resources, air quality, biological resources, construction effects, cultural resources, energy, geology and soils, greenhouse gas (GHG) emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation/traffic, tribal cultural resources, utilities and service systems, and mandatory findings of significance. The Final EIR concluded that impacts related to noise and cultural resources are considered significant and unavoidable, while all other impacts have been reduced to less-than-significant levels through implementation of mitigation measures when necessary.

CEQA requires public agencies to analyze and consider the environmental consequences of their decisions to approve development projects over which they exercise discretion. As lead agency, Metro prepared an EIR for the Division 20 Portal Widening/Turnback Facility Project in compliance with CEQA and the State CEQA Guidelines. In accordance with the State CEQA Guidelines, the Draft EIR was prepared and distributed to public agencies and the general public by Metro on March 16, 2018, for a 45-day public review period. A Notice of

Availability (NOA) for public review was posted at the Los Angeles County Clerk's Office, the NOA was issued to 1,182 mailing addresses, and a link to a digital copy of the Draft EIR was provided. In addition, following the Metro Board of Director's certification of the Final EIR, a Notice of Determination (NOD) was filed with the State Clearinghouse of the Governor's Office of Planning and Research on October 31, 2018. The notices included a list of locations where the document was available for public review. Comments on the Draft EIR were received and responded to within the Final EIR.

1.2 Purpose of the Addendum to the EIR

When a proposed project is changed or there are changes in the environmental setting, a determination must be made by the Lead Agency prior to any subsequent discretionary approvals as to whether a Subsequent EIR must to be prepared. Public Resources Code Section 21166 and CEQA Guidelines Sections 15162 set forth the circumstances under which a subsequent EIR is required.

In contrast, CEQA Guidelines Section 15164 provides, in relevant part, that "[t]he lead agency … shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." (CEQA Guidelines, Section 15164(a).) An Addendum need not be circulated for public review but can be included in or attached to the Final EIR. (CEQA Guidelines, Section 5164(c)).

The criteria for determining whether an Addendum or Subsequent EIR is prepared are outlined below. If the criteria below are satisfied, then an Addendum is the appropriate document:

- No new significant impacts would result from the project or from new mitigation measures.
- No substantial increase in the severity of environmental impacts would occur.
- There are no new alternatives or mitigation measures, considerably different from those set forth in the EIR, or prior alternatives or mitigation measures that were previously found to be infeasible, which are now feasible and would substantially reduce one or more significant impacts, but the project proponent declines to adopt the mitigation measure or alternative.

Based on the information provided in Section 3. *Changes to the Project*, the changes to the Proposed Project would not result in new significant impacts or substantially increase the severity of impacts previously identified in the EIR. None of the factors set forth in CEQA Guidelines Section 15162 (a)(3) are present. Therefore, an Addendum is appropriate, and this Addendum has been prepared to demonstrate that the new information related to this Project would have no significant effect on the environment.

2.0 PROJECT DESCRIPTION

2.1 Existing Operations

The Division 20 Rail Yard currently (pre-Project) supports a fleet of 104 heavy rail vehicles. Current activities includes 19 pull-outs and 21 pull-ins on weekdays and 10 pull-outs and 10 pull-ins on weekend days and holidays. Up to 150 logistical movements are performed within

the yard and shops daily (roughly six per hour), although most days have less activity. Maintenance of Way (MOW) activities occur at various locations in the Rail Yard and will also occur at a new building (MOW Location 64) that is being constructed adjacent to the 6th Street Bridge. There are currently no turnback movements within the Division 20 Rail Yard. Metro Red and Purple Line trains turn back at Union Station, reversing direction from eastbound to westbound. The current minimum headway that can be achieved at Union Station is approximately 7.5 minutes on each line (3.75 minutes between Union Station and the Wilshire/Vermont Station, where the Metro Red and Purple Lines diverge).

The area adjacent to One Santa Fe that is proposed to be used for storage tracks is currently used by the MOW Department for motor vehicle traffic, including trucks moving into and out of the area on a 24-hour basis, 7 days per week. The non-revenue vehicle repair shop is also located in this area, as well as a storage building for the Material Management Department. Approximately 25 trains move in or out of the building daily (roughly one per hour). Employee parking for vehicle maintenance and transportation staff is located along the southwestern portion of the project site. The Material Management Department maintains an additional storage building just south of the parking lot. The Transportation Department offices, training, and Yard Control are located at this building.

This project description remains primarily unchanged by the minor technical changes identified under the Addendum (described in Section 3.0 of this document). One substantive change, however, is that the successful implementation of the Proposed Project will no longer require modification of the Citizens Warehouse/Lysle Storage Company building, as this building has already been demolished. Additionally, the column to support HSR and a ventilation shaft building have been eliminated.

3.0 CHANGES TO THE PROJECT

The EIR for the Project analyzed the potential impacts on the environment that would be caused by the Project's construction and operation. Since the certification of the Final EIR, the HSR component of the Project and the ventilation shaft building have been eliminated and the Citizens Warehouse/Lysle Storage Company building has been demolished in response to a fire at that building. These changes to the Project and its surrounding circumstances are further described below.

3.1 ELIMINATION OF HSR COLUMN AND VENTILATION SHAFT BUILDING

In the Final EIR, the Project included the construction of a column to support a potential future HSR elevated structure. The column was planned to be located between Metro rail tracks and was planned to extend approximately 15 to 17 feet above the existing grade. However, this project component has since been eliminated.

In addition, in the Final EIR, the Project included the construction of a ventilation shaft building. However, this project component has since been eliminated because the Link US alignment no longer spans the portal.[1]

The resulting changes to the analysis, based on the elimination of the column and the ventilation shaft building, are described below in Section 4.0, *Significance Determination.*

3.2 Fire at the Citizens Warehouse/Lysle Storage Company Building and the Building's Subsequent Demolition

Following the Metro Board of Director's certification of the Final EIR, on the evening of November 9, 2018, The Citizens Warehouse/Lysle Storage Company building (commonly known as the "Pickle Works" building) caught fire. Following the fire, the City of Los Angeles demolished the building, and the building site was cleared. Prior to this event, the EIR's analysis had determined the property to be eligible for classification as a historical resource per Section 15064.5(a)(4) of the CEQA Guidelines for its associations with establishment of the Los Angeles neighborhood now called the "Arts District." For further details regarding the fire and its impact on the Citizens Warehouse/Lysle Storage Company building, refer to the DPR 523L analysis in Appendix A to this Addendum.

Prior to the fire and demolition of the building, the Project proposed only partial demolition of the Citizens Warehouse/Lysle Storage Company building, while stabilizing and preserving in place the remaining part of the building. In addition, mitigation measures CR-2 and CR-3 were identified to minimize impacts of the Project. Mitigation measure CR-2 comprised efforts to commemorate the historical significance through an exhibit, report, or website, while mitigation measure CR-3 detailed plans to retain and stabilize the remaining portion of the Citizens Warehouse/Lysle Storage Company building. Because the building has been demolished and is no longer in existence, mitigation measures CR-2 and CR-3 are no longer applicable and are no longer included as part of the Project.

The current plan for the former site of the Citizens Warehouse/Lysle Storage Company building is to build a fence around the remaining part of the site. The site will be used as a temporary employee parking site during construction of the Project. Following construction, the site does not have a programmed use. It will remain a vacant lot until Metro's Joint Development team determines a future use for the property. Metro's Joint Development process includes extensive engagement that begins with initial community outreach to create development guidelines.

4.0 SIGNIFICANCE DETERMINATION

The EIR prepared for the Project found that there would be significant impacts related to cultural resources and noise, while all other potential impacts on the environment could be mitigated to a less-than-significant level. The new components of the Project would not result in any changes to the required right-of-way and would not increase the severity of potential

[1] As a result of the LINK US project's environmental review and in coordination with that project's funding partners, the Link US alignment has shifted to the north and east of the Portal and the combined Regional Rail and HSR elevated structure no longer spans the Portal. As a result of this change, there is no longer a need for a support column for a potential future HSR elevated structure.

impacts or level of impacts identified in the EIR; instead, they would decrease the severity of potential impacts in some cases, as discussed below.

4.1 AESTHETICS

Because the Citizens Warehouse/Lysle Storage Company building has been demolished, the Project would no longer introduce any changes that would affect the visual setting of the Citizens Warehouse/Lysle Storage Company building or the visual setting of the area around the building.

Also, elimination of the HSR column and ventilation shaft building would reduce impacts on the existing visual character and quality of the project site and its surroundings. As such, the impact on visual character and quality would remain less than significant.

4.2 AIR QUALITY

Elimination of the HSR column and the ventilation shaft building would reduce the amount of emissions that would occur during construction because their elimination reduces the amount of construction that must occur. Table 1, which includes data gathered from the Final EIR, details the emissions the construction of the column would have resulted in. Although the emissions associated with the construction of the ventilation shaft building were not quantified, the removal of this project component will reduce overall emissions because the building will no longer need to be constructed. In addition, the Project would no longer require the partial demolition of the Citizens Warehouse/Lysle Storage Company building because the building was demolished following the fire, thus further reducing the construction emissions attributable to the Project. This Project change would result in a further reduction in impacts on air quality as the air quality impact associated with the partial demolition of the building would no longer occur.

Table 1. Maximum Daily Emissions – Project Construction

Phase	Daily Emissions (Pounds Per Day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Installation of High-Speed Rail Column						
On-Site Emissions	0.2	0.9	7.1	<0.1	<0.1	<0.1
Off-Site Emissions	0.1	2.9	1.1	<0.1	0.3	0.1
Total	0.3	3.8	8.2	0.1	0.3	0.1

Because the HSR column, ventilation shaft building, and the partial demolition of the Citizens Warehouse/Lysle Storage Company building have been eliminated from the Project, construction emissions would be reduced, and construction of the Project would still result in a less-than-significant impact related to air quality thresholds.

Elimination of the HSR column and the ventilation shaft building as Project components would have negligible effects on long-term operational emissions of criteria pollutants, ozone precursor pollutants, and toxic air contaminants, as there would be no direct long-term emissions associated with the HSR column and the ventilation building would have only been

used during emergencies. Therefore, emissions would be less than or equal to the operational emission identified in the approved EIR. No new significant operational air quality impacts would result from Project modifications.

4.3 Cultural Resources

The fire that occurred at the Citizens Warehouse/Lysle Storage Company building, and the subsequent demolition of the building, have changed the impacts of the Project. The revised impacts, in turn, have necessitated revisions in the planned mitigation measures related to cultural resources. Previously, it was determined that demolition of the eastern portion of the remaining Citizens Warehouse/Lysle Storage Company building along the railroad tracks and the Los Angeles River would result in a significant impact because demolition of most of what is still extant would be a substantial adverse change in its significance as a California Register–listed resource. As a result, mitigation measure CR-2 and CR-3 were to be implemented to minimize impacts on the building.

However, because of the occurrence of the fire at the Citizens Warehouse/Lysle Storage Company building and the subsequent demolition of the building, there is no longer a California Register-listed resource in existence. As a result, the Project would not result in a substantial adverse change in significance for the Citizens Warehouse/Lysle Storage Company building, a California Register-listed resource, and the Project would not require mitigation measures CR-2 and CR-3 to minimize the Project's impact on the building.

Although there would no longer be a significant impact on the Citizens Warehouse/Lysle Storage Company building, there would still be a significant impact on cultural resources due to the Project's impact on the 1st Street Bridge over the Los Angeles River and the National Ice and Cold Storage resources. These impacts were analyzed previously in the EIR. As such, the Proposed Project would not result in new significant impacts that have not already been addressed in the approved EIR.

4.4 Greenhouse Gas Emissions

As detailed in Section 4.2, Air Quality, elimination of the HSR column, the ventilation shaft building, and the partial demolition of the Citizens Warehouse/Lysle Storage Company building from the Project would reduce the amount of emissions that would occur during construction. GHG emissions would be reduced, and the Project would still result in a less-than-significant impact related to GHG thresholds. Long-term operational GHG emissions would be less than or equal to those emissions identified in the Final EIR. Changes in operational GHG emissions would be negligible, as there would be no direct long-term operational GHG emissions associated with the HSR column and the ventilation building would have only been used during emergencies. As such, the Proposed Project would not result in new significant impacts that have not already been addressed in the approved EIR.

4.5 Hazards and Hazardous Materials

The Project would no longer require partial demolition of the Citizens Warehouse/Lysle Storage Company building because the building has already been demolished. Because the planned demolition has been eliminated from the Project, the associated risks of encountering

hazards and hazardous materials during demolition of the building have been eliminated as well. Furthermore, hazardous materials are strictly regulated by local, state, and federal agencies, including the California Division of Occupational Safety and Health, the City of Los Angeles Fire Code, and all other federal, state, and local regulations. Metro would be required to comply with all relevant rules and regulations. Therefore, compliance with regulatory control measures would ensure there would be no risk of exposure to construction workers who come near the site of the previous Citizens Warehouse/Lysle Storage Company building.

Impacts related to the transport, use, and disposal of hazardous materials during construction would remain less than significant, as all other demolitions would remain compliant with regulatory control measures. As such, the Proposed Project would not result in new significant impacts that have not already been addressed in the approved EIR.

4.6 Noise and Vibration

Elimination of the column designed to support the HSR and the ventilation shaft building would result in a reduction in noise and vibration. Of the two project components, construction of the column would have resulted in more noise, as it would have required pile drilling during daytime hours that would have generated a maximum noise level of approximately 84 dBA at 50 feet. Because the column and ventilation shaft building would no longer be constructed, noise and vibration would be reduced. However, as detailed in the EIR, construction of the Project would still result in significant impacts related to noise and vibration because heavy-duty equipment would operate adjacent to One Santa Fe.

As discussed with respect to Impact 3.7.3 in the EIR, prior to mitigation, operation of the Project would result in a potentially significant operational noise impact related to wheel squeal and noise from wheels crossing over gaps in standard frogs for the yard tracks leading into the storage yard adjacent to One Santa Fe, those passing under the bridge heading toward the Division 20 Rail Yard, and those leading to the Maintenance Facility. The elimination of the column designed to support the HSR and the ventilation shaft building would not alter this impact. Implementation of Mitigation Measure NV-3 would reduce the Project's operational noise impact to a less-than-significant level. The changes to the Project would not affect operational vibration; this impact remains less than significant.

For these reasons, the Proposed Project would not result in new significant impacts that have not already been addressed in the approved EIR.

4.7 Other Topic Areas

The project components identified under the Addendum would not result in any additional land disturbance beyond what was analyzed in the EIR. Therefore, impacts related to agriculture and forestry, biological resources, geology and soils, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, transportation and traffic, utilities and service systems, or other mandatory findings of significance would remain as determined in the EIR, having either no impact, less-than-significant impact, or less-than-significant impact with mitigation incorporated.

5.0 DETERMINATION

Based on the information and analysis in this Addendum, and the EIR previously prepared for the Project, pursuant to Section 21166 of the Public Resources Code and Section 15162 of the State CEQA Guidelines, Metro has determined that:

1. There are no substantial changes to the Project that would require major revisions to the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of significant impacts previously identified in the EIR.

2. Substantial changes have not occurred in the circumstances under which the Project is being undertaken that would require major revisions of the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of significant impacts previously identified in the EIR.

3. There is no new information of substantial importance that was not known and could not have been known at the time the EIR was prepared that would have resulted in any of the following:

   a) The Project would have one or more new significant effects not discussed in the EIR.

   b) Significant effects previously examined would be substantially more severe than shown in the EIR.

   c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Project, but the Project proponent declines to adopt the mitigation measure or alternative.

   d) Mitigation measures or alternatives that are considerably different from those analyzed in the EIR would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measure or alternative.

6.0 ORGANIZATIONS AND PERSONS CONSULTED

6.1 PREPARERS

Metro

June Susilo	Deputy Executive Officer, Program Management
Roger Martin	Senior Manager, Transportation Planning
Michael Cortez	Manager, Community Relations
Andrina Dominguez	Senior Environmental Specialist
Matthew Marquez	Community Relations Officer
Christina Harrington	Communications Assistant

ICF

Lee Lisecki	Program Director
Namrata Cariapa	Project Manager
Will Herron	Environmental Planner
Daniel Paul	Senior Historic Preservation Architect

APPENDIX A
DPR 523L ANALYSIS

Resource Name: Citizens Warehouse/Lysle Storage Company

P1. Other Identifier: Site of California Vinegar and Pickle Works; Site of James Hill and Sons Company; Site of James K. Hill and Sons Pickle Works; Pickle Works; R.W. Prideham Co., Lysle Storage Co.; Citizens Warehouse; Art Dock.

P2.c. Address: 110–122 Center Street

P7. Owner: City of Los Angeles

B10. Theme: Art, Social History; Periods of Significance: 1905–c.1909; c. 1978-1986

Present Status Code: 2S2

[Presently Proposed] Revised Status Code: 6Z

B10. Significance

Updated Conditions, June 2019:

The subject property was demolished in January of 2019. (Please see Figure 1.)

On the evening of November 9, 2018, the Citizens Warehouse/ Lysle Storage Company building: commonly known as the James K. Hill and Sons Pickle Works property ("Pickle Works"), caught fire. Prior to this event, the present analysis had determined the property eligible as a historical resource per Section 15064.5(a)(4) of the CEQA Guidelines for its associations with establishment of the Los Angeles neighborhood now called the "Arts District." The subject property, which is in part responsible for the neighborhood's name and identity, was one of the first properties to house artists in the Arts District area, and began doing so by the late 1970s. Reinforcing this eligibility under this theme was the fact that from 1981 to 1986, a loading bay in the west elevation housed the Carlton Francis project "Art Dock"- one of the first Arts District galleries of any kind in the vicinity. Please see the text below for discussion and context of the subject property's association to the Arts District.

Minus its original c. 1888 portion, which was demolished in 2007, at the time the present undertaking began, the large 1905 and 1909 building portions still existed. Prior to receiving entry into the building, a historic assessment was conducted wherein a list of character-defining features present upon the building's north, east, and west exterior elevations was identified. The majority of these character-defining features survived the fire event: common bond brickwork; patterned but irregular spacing of fenestration and openings; segmentally arched window openings of variegated dimensions—though all original windows appear to be lost; [damaged] four-part corbelling at west and north elevation rooflines; ceramic insulators affixed to west

elevation; [damaged] faux shutters and planters; elevated single-bay loading docks, including the Art Dock, which was the second loading bay from the north at the west elevation; basement window openings (windows lost); stucco-capped parapets at the roofline; [badly damaged] raised parapet at east elevation; ghost signage at east elevation; dedicated rail spur at east elevation; and the banking of the east elevation correspondent to the spur line. It might be noted that though many of these features pertain to design elements of a style (late Victorian) or building type (industrial), the property was not identified as a historically significant example of style or type relative to NRHP/ CRHR Criterion C/3.

Before the building as demolished, the recent fire substantially damaged its interior and ceiling. What remained was largely a building shell. Recent drone footage indicates that the entirety of the building's upper level spaces were destroyed, in addition to lower-level spaces at the building's northern bays as the wood floor above them collapsed. Though open views of all lower floors were not readily visible from available imagery, the fire appears to have burned the entirety of the building's interior. This was based not only off the previously mentioned visible damage at both levels of the building's northern portion, but also the visible damage at both levels of the south elevation. Interior features that appeared to be lost in the fire included: wood structural framing (columns, joists corbels); wood finish floors, interior sliding steel doors, and original remaining elevator cab items that included wood gates. Prior to demolition it was inconclusive how much of the hollow space that functioned as Art Dock remained, but it might be noted that Art Dock was primarily experienced from the public right-of-way as "world's first drive-by art gallery," and from the public right-of-way the Art Dock bay, even after the fire, looked much as it did before.

The Citizens Warehouse/Lysle Storage Company building included spaces that appeared to have been reconfigured from the 1970s onward, from commercial and industrial use to that of residential, in order to house various artists that occupied the building. The high-ceilinged spaces doubled as studios, allowing for art to be made. Corresponding to an oft-followed, if not marketed, later pattern, these spaces incorporated early, original elements from the building with basic, cheap, and rough-hewn later-era renovations of exposed beam and wall board to make kitchens, bathrooms, bedrooms, and other defined living spaces (see Figures 1 and 3). The result brought forth a sectional layering and unintended spatial complexity that became influential upon later "Los Angeles School" postmodernists, who appropriated the look and feel into multiple industrial conversions of their own. The architectural historian Charles Jencks has called this phenomena "ad-hocism," which he has ascribed as a primary character defining feature of Los Angeles School Postmodernism of the 1970s through the 1990s (See Figures 2 and 4). Citizen's Warehouse was not a particularly significant design example of this phenomena, and no high design aims are known to have been intended with its spaces.

However, until the fire, the Citizen's Warehouse remained a telling example of this concept and —particularly for its Arts District vicinity—one of the very first.

After the fire, all visible volumes and spaces historically associated with the building's use as early artist's lofts within the Arts District appeared to have been destroyed (Figures 5 and 6). Therefore, the historic integrity necessary for the building to convey its associations to early artists housed within the building appeared to be lost. It was the finding of this analysis pre-fire that the Pickle Works property did not appear eligible under any NRHP or CRHR Criteria, due to the loss of the building's 1888 portion, coupled with the identified level of significance, which appeared to have been strictly at the municipal level, of the building's Arts District associations. Because of lost integrity relative to the fire damage, the remnants no longer appeared to be a historical resource for the purposes of CEQA relative to the present analysis. It might be noted that the Art Dock: a significant character-defining feature intended to be experienced from the public right-of-way, appeared to remain (Figure 7).

Figure 1: The former site of Citizens Warehouse/ Lysle Storage Company (Pickle Works). ICF, June 2019.

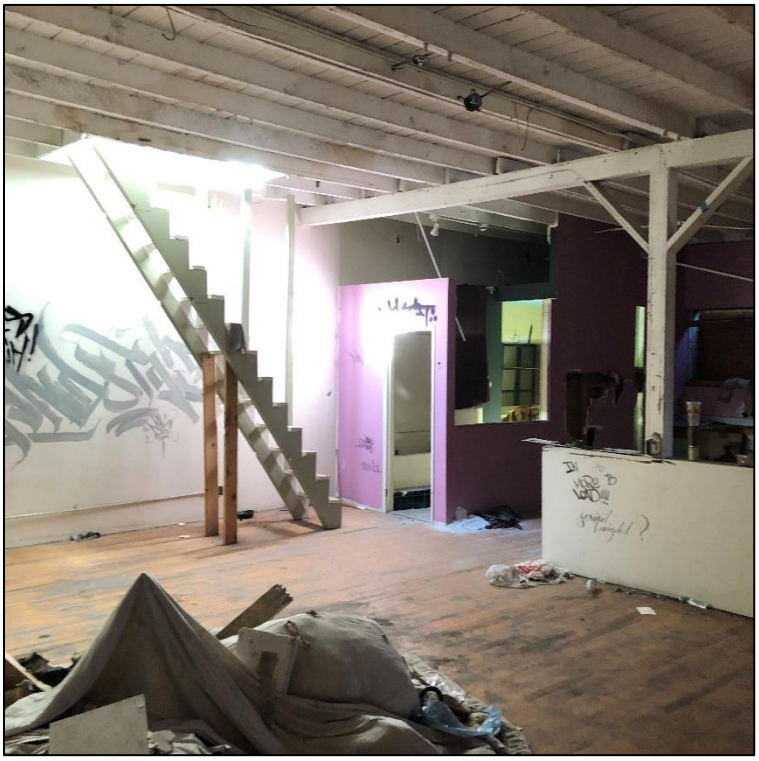


Figure 2. Interior, second level, facing SW. As an early artist loft, the combination of recent, ad-hoc elements to make spaces livable coupled with original design features of the early twentieth century building, were, taken together, a primary character-defining feature. ICF, August 2018.

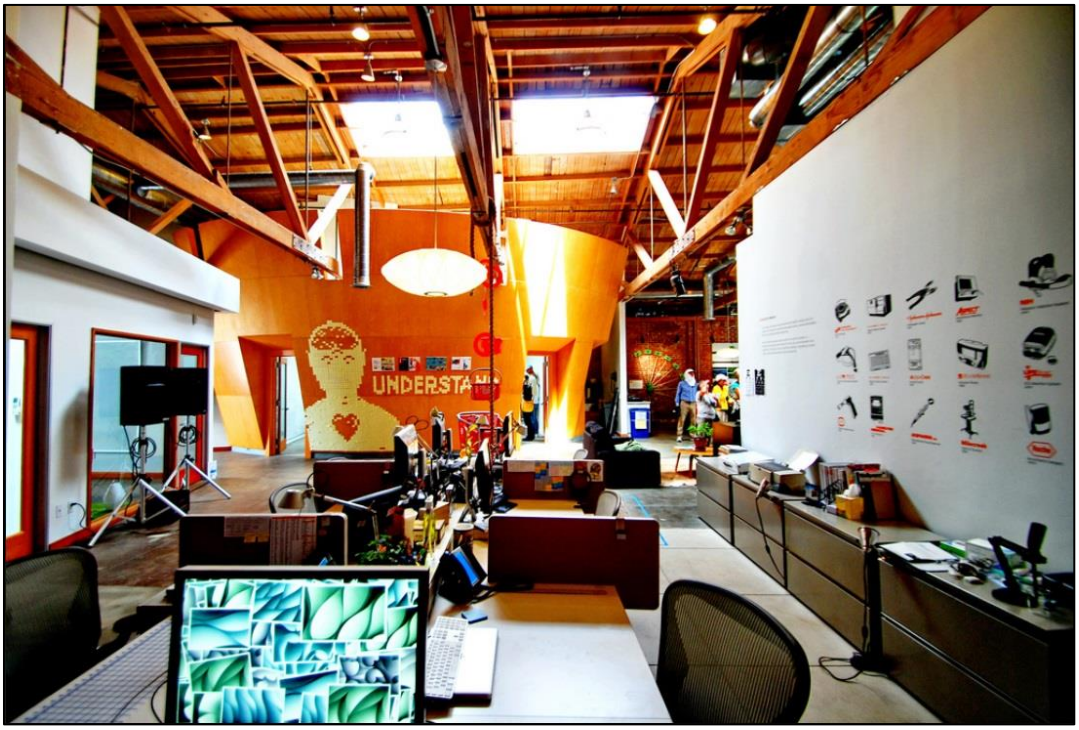


Figure 3. Frank Israel, Bay Cities Garage, Los Angeles (Venice Beach), 1990. Late architect Frank Israel (1950-1995) gained significance for incorporating ad-hoc renovations into pre-existing industrial and commercial spaces. Though not a historically significant example of architectural design, the similar adaptation of the Citizen's Warehouse spaces presage this phenomenon, which becomes associated with Los Angeles School Postmodernism. Michael Locke, Flickr. http://www.flickriver.com/photos/michael_locke/8666745583/.

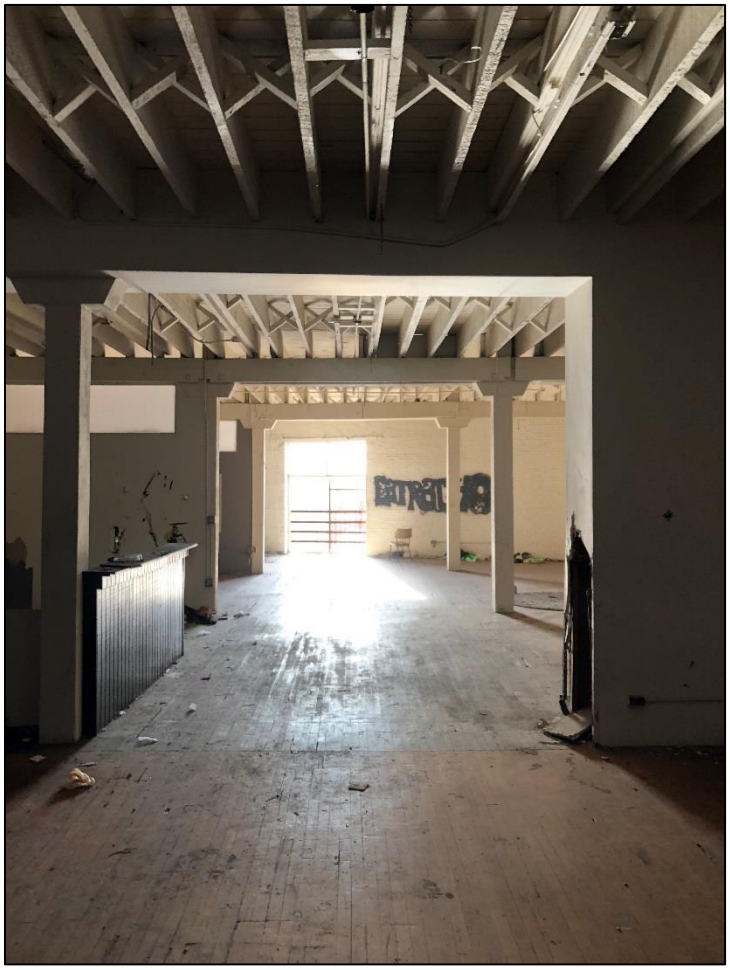


Figure 4. Interior, first level. Facing east. As an early artist loft, the combination of recent, ad-hoc elements to make spaces livable coupled with original design features of the early twentieth century building, were, taken together, a primary character defining feature. ICF, August 2018.

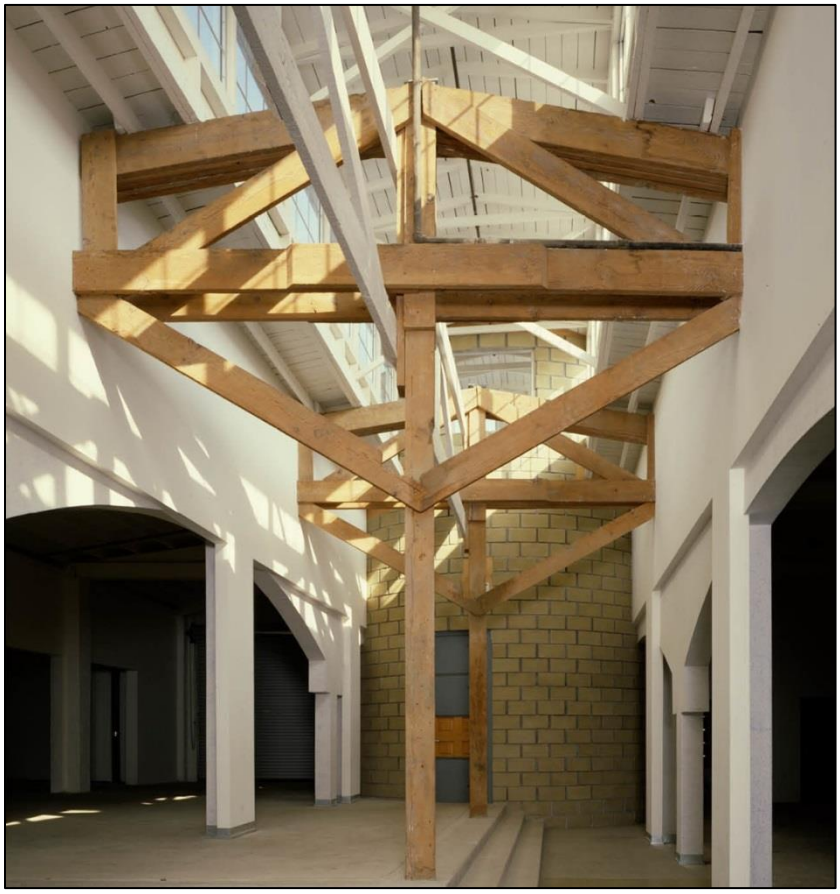


Figure 5. Eric Owen Moss, 8522 National Boulevard, Culver City CA, 1988. Similar to Frank Israel, Eric Owen Moss: a Los Angeles Architect and former Director of the Southern California Institute of Architecture, has undertaken multiple renovations incorporating ad-hoc, unfinished and rough design elements into multiple pre-existing industrial buildings. For this project Moss won a National AIA Honor Award in 1992. Though never intended to be high design, a similar, ad-hocist approach to reuse was present within the Citizen's Warehouse building. The Los Angeles School Postmodernism—which Moss' work is part of—was highly informed by the collagist sensibilities of such conversions. Tom Bonner, http://ericowenmoss.com/project-detail/8522-national/.

Figure 6. Citizens Warehouse/ Lysle Storage Company (Pickle Works). Drone footage of north and central portions. Looking north, northeast, and downward. Zephyr UAS: November, 2018.

Figure 7. Citizens Warehouse/Lysle Storage Company (Pickle Works). Drone footage of southern portion. Looking north, northeast, and downward. Zephyr UAS: November, 2018.

Figure 8. Citizens Warehouse/Lysle Storage Company (Pickle Works). West elevation. The former Art Dock is the last loading bay to the right with the single wood board over it. Looking southeast. ICF: November, 2018.

Figure 9. Citizens Warehouse/Lysle Storage Company (Pickle Works). North elevation. Looking southeast. ICF: November, 2018.

Figure 10. Citizens Warehouse/Lysle Storage Company (Pickle Works). East elevation. Looking northwest. ICF: November, 2018.

Figure 11. Citizens Warehouse/Lysle Storage Company (Pickle Works). West and south elevations. Looking northeast. ICF: November, 2018.

EARLY HISTORY

Located entirely within a portion of the building demolished in 2007, the building's original tenants appear to have been the California Vinegar and Pickle Works, which was listed at the property in the 1888 City Directory but by 1890 relocated to 88 S. Los Angeles Street. The James K. Hill Pickle Works incorporated in June of 1894, and a Sanborn Map of the same year indicates the presence of this business at the far southern end of the property, in place of the earlier pickling entity within the original 1888 buildings. The Sanborn Map shows a one-story addition to the north housing pickling vats. What presently remained until the November 2018 fire was not directly or indirectly associated with either of the pickling enterprises.

Though, until the fire, nothing of the 1888 or 1894 portions appeared to remain, fairly recent photo-documentation shows that both the 1905 and c. 1909 additions were stylistically in-kind to

the original, echoing its running course brick cladding, multipart corbelling at the roofline, and segmentally arched woodframe, multi-light windows of varying proportions. According to the Galvin Preservation Associates (GPA) report, the Lysle family, whose patriarch Addison Lysle came from the Pittsburgh coal trades, purchased the building in 1905 and presumably oversaw its first major expansion of that same year. The Lysle family would continue to own the building through the 1960s. This includes an early period when the building was occupied by the paper manufacturing company of noted Los Angeles citizen, businessman, and former Chairman of the County Board of Supervisors R.W. Prideham, who undertook the c. 1909 addition and occupied the building until 1916. Early in its history, the building also housed the Lysle Storage Company, and the Western Door and Sash Company. By 1957 the property is identified as the "Citizen's Warehouse."

ARTS DISTRICT

Neither the 2001 or 2003 evaluations, nor the 2014 report, addressed the property's historic associations with the early advent of the City of Los Angeles Arts District, which spanned from Broadway to the west, the LA River to the East, Commercial Street to the north, and Olympic Street to the south. Beginning in the mid-1970s, artists who came to the area as a less expensive alternative to Venice Beach and other points west began occupying, often illegally, vacant warehouses, offices, and other industrial buildings in which they made artwork and lived. The earliest of the artists into the area appeared just west of the 110 freeway near Beaudry Avenue in the mid-1970s, before migrating toward Broadway; then along the Los Angeles River, beginning with the Pickle Works property and similar abandoned buildings; then southward, into the heart of what is presently known as the "Arts District."

Citizens Warehouse/Lysle Storage Company was among the first of a non-contiguous grouping of buildings in the LA River vicinity occupied by artists, which is today called the "Arts District." The artists' presence in the building, which was illegal but allowed by empathetic property owners, seemed to start in the late 1970s. Among the multiple artists who occupied the space were Marc Kreisel and Carlton Davis. Marc Kreisel is the former owner of the seminal punk rock and Arts District venue Al's Bar, and one of the original "Young Turks"—the subject of a documentary about the first artists to settle in this area. Carlton Davis operated a fairly publicized drive-by gallery from 1981 to 1986 called "Art Dock" from what is now the middle loading bay of the west elevation. During Art Dock's run, Davis curated 35 separate exhibits in this dock, which was readily visible to passing cars whenever Davis was home and its roil-up door was open. It was a "drive-through art gallery" in the words of Davis. A self-published 228-page book authored by Davis was published about Art Dock in 2013, and Art Dock has been written of as an early gallery for the area. Many of its artists, including Scott Greiger, Kim Jones, Gary Lloyd, Karen Kristin, and Miles Forst, went on to successful careers in the art world as professors, practitioners, and artists with works in permanent museum collections in Los

Angeles and elsewhere. Among the museums in possession of their works is the Los Angeles Museum of Contemporary Art (MOCA), whose downtown location appears to have been informed by the bourgeoning arts district nearby.

The late 1970s/early 1980s presence of artists within the subject building—known primarily to them as "Citizens Warehouse," was an extremely early chapter in LA Arts District history, prior to passage in 1981 of the Artists in Residence (AiR) program, which formalized and codified the live/work arrangement of artists occupying industrial buildings in the City of Los Angeles. The subject building would continue to house artists until c. 2007, when it was vacated in advance of the 1st St. Viaduct Widening.

PREVIOUS ANALYSIS:

For the Federal Transit Administration (FTA) and the Los Angeles County Metropolitan Transportation Authority (Metro) undertaking known as the Los Angeles Eastside Corridor, in May 2001, Greenwood and Associates surveyed the subject property for compliance with Section 106 of the National Historic Preservation Act. FTA determined it eligible for the National Register of Historic Places (NRHP) under Criterion A for its association with early industrial development of Los Angeles with a period of significance of 1888–1927 and under Criterion C as an excellent example of "a dwindling stock of Victorian-era buildings remaining in the former heart of Los Angeles' warehouse district." The California State Historic Preservation Officer (SHPO) concurred with FTA's finding on December 5, 2001. For the Federal Highway Administration (FHWA) and Caltrans, in a Historical Resource Evaluation Report (HRER) prepared for the First Street Viaduct and Street Widening Project, in August of 2003, JRP Consulting concurred with FTA's 2001 NRHP eligibility determination, along with applying California Register of Historical Resources (CRHR) eligibility under Criterion 1 and Criterion 3. JRP did not prepare an updated DPR as part of the HRER. In December 2005, a Memorandum of Agreement (MOA) was executed among FHWA, SHPO, Caltrans, and the City of Los Angeles to minimize the effect of removing the southernmost 30 feet of the oldest portion of the building. In November 2012, for the City of Los Angeles Bureau of Engineering, GPA re-evaluated the subject property as part of an amendment to the MOA after the southernmost 75 feet (not 30 feet), and the oldest portion of the building, were demolished. The GPA report, which is attached, found the property to be NRHP-ineligible under any Criteria after the demolition, but that analysis was never submitted to or otherwise concurred with by the SHPO.

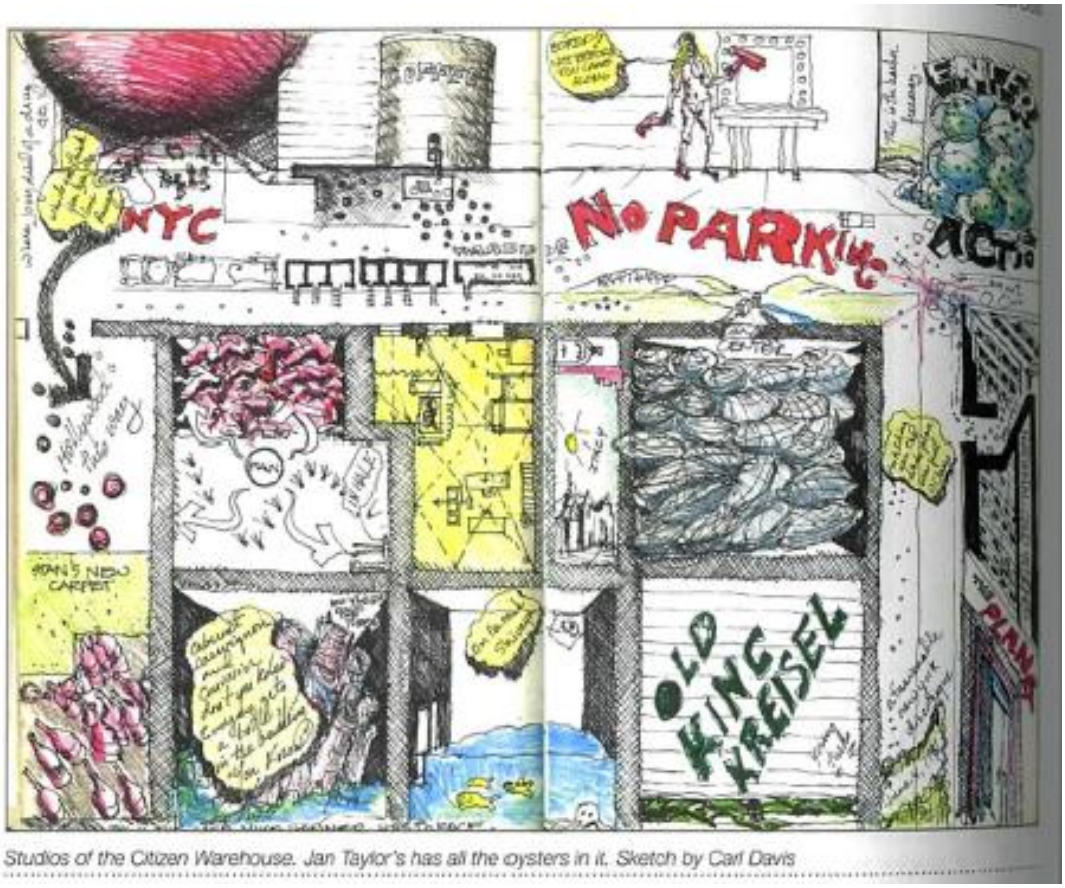
Presently, as of June 2019, the subject property is listed in the California Historic Resources Inventory (HRI) with a 2S2 Status Code: "Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR." However, this 2S2 status code was assigned back in 2001 and does not reflect the demolition of the entire original 1888/1894 portions once occupied by Pickle Works companies, which served as the basis for the

determination of NRHP eligibility under both criteria A and C. Additionally, this status was ascribed before the November 2018 fire and the building's subsequent demolition.

Immediately prior to the fire, what remained of the subject property were in-kind additions to the now demolished 1888 portion that—based off GPA research using Sanborn maps and historic era building permits—were completed 1905 and c. 1909. Consequently, the resource name had been changed to the Citizens Warehouse/Lysle Storage Company to reflect the names of the historic-era occupants of the still extant portions of buildings, pre-fire and pre-demolition, on the property. The Citizens Warehouse/Lysle Storage Company was one of the first of a non-contiguous grouping of industrial buildings occupied by artists that nearly 40 years later has now lent the neighborhood both its character and its name: the "Arts District." Until the fire and subsequent demolition, despite the loss of the property's southerly 75 feet, as an individual property and a contributor to a non-contiguous local district, the property continued to be considered a historical resource for CEQA purposes as per Section 15064.5(a)(4) of the CEQA Guidelines, in part for its historic associations to the Arts District unaddressed by previous analysis. However, even before the fire, the basis for the NRHP eligibility determination of the property was no longer extant.

The loss of the southernmost 75 feet of the building, once occupied by the California Vinegar and Pickle Works and the James K. Hill and Sons Pickle Works, called into question whether the property was still eligible for the NRHP as determined through consensus determination by FTA/SHPO in 2001. Because that determination (Historical Resource Status Code 2S2) cannot officially be changed through the CEQA process, it was recommended that the NRHP determination be reconsidered the next time Section 106 of the NHPA applies to the subject property. Therefore, the analysis of the subject property relative to the present undertaking had proposed a California Historical Resource Status Code of 7N ("Needs to be reevaluated") be applied to the subject property.

Though the November 2019 fire severely compromised the build's historic integrity, the question remained of whether Art Dock as a standalone resource still retained its historic integrity. Post-fire images had indicated that this key element of the larger property was still intact. However, in January of 2019 the Citizens Warehouse/Lysle Storage Company Building, including Art Dock, was demolished in its entirety. Though the present process is a CEQA-only undertaking, because of the property's total loss, it is recommended that the SHPO, in conjunction with the California Office of Historic Preservation, revise the 2S2 Status Code to 6Z: "Found ineligible for NR, CR or Local designation through survey evaluation."



Studios of the Citizen Warehouse. Jan Taylor's has all the oysters in it. Sketch by Carl Davis

Figure 12. Carlton Davis' sketch of Citizens Warehouse floorplan, n.d. Carlton Davis, *The Art Dockuments*, 28.

Figure 13. Artists at Citizens Warehouse c. 1981. Source: Carton Davis, *The Art Dockuments*, 95.

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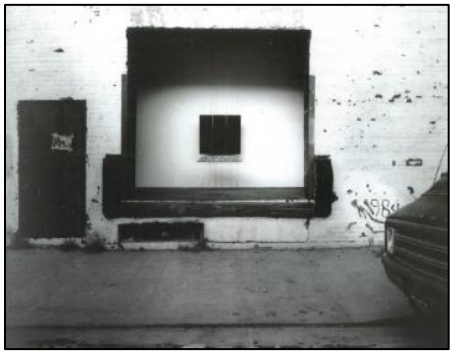

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SELECTED ART DOCK EXHIBITIONS. (Figures 14-17) (All images: Davis, Carlton, *The Art Dockuments: Tales of the Art Dock: The Drive by Gallery.* [Los Angeles, CA]: Carlton Davis, 2012.)

Figure 14. Scott Griger, Vivid, Early Summer, 1982.

Figure 15 . Eve Montana, Homage to the Studio, Winter, 1982.

Figure 16. Leonard Seagal, Comedia del Arte, Summer, 1984.

Figure 17. Marguerite Elliott, Summer Harvest in Los Angeles, Fall, 1984

Figure 18. [Pre- Nov. 2018 Fire]: Citizens Warehouse/Lysle Storage Company, showing truncated south elevation to right of frame. View: NE. Photo: ICF. September, 2017.

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Galvin Preservation Associates. "Reevaluation of the Pickle Works Building: 1001 E. 1st Street, Los Angeles." Technical report. November, 2012.

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Miller, Lindsey. Isolation and Authenticity in Los Angeles' Arts District Neighborhood. Master's Thesis. University of Southern California, May 2014.

"Sgl. Or Suite Offices. [Citizens Warehouse]". Los Angeles Times. Classified advertisement. December 7, 1957: 41.

Attachments:

Greenwood and Associates. "James K. Hill & Sons Pickle Works." DPR 523a and b evaluation forms. May 21, 2001.

California Office of Historic Preservation (OHP). Historic Property File [Prop. #: 161922 James K. Hill and Sons Pickle Works." August 17, 2006.

Galvin Preservation Associates. "Reevaluation of the Pickle Works Building: 1001 E. 1st Street, Los Angeles." Technical report. November, 2012.

APPENDIX B
REVISED MITIGATION MONITORING AND REPORTING PROGRAM

1. REVISED MITIGATION MONITORING AND REPORTING PROGRAM

1.1. INTRODUCTION

Section 21081.6 of the Public Resources Code requires a lead agency under the California Environmental Quality Act (Pub. Resources Code, § 21000 et seq.) to adopt a "reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment" (Section 15097 of the CEQA Guidelines provides additional direction on mitigation monitoring or reporting). As lead agency for the Proposed Project, Metro is responsible for administering and implementing the Mitigation Monitoring and Reporting Program (MMRP). The decisionmakers must define specific monitoring requirements to be enforced during project implementation prior to final approval of the Proposed Project. The primary purpose of the MMRP is to ensure that the mitigation measures identified in the Draft and Final Environmental Impact Report (EIR) are implemented, effectively minimizing the identified environmental effects.

The purpose of this revised MMRP is to eliminate mitigation measures CR-2 and CR-3 because the fire at the Citizens Warehouse/Lysle Storage Company building and demolition of the building changed the building's eligibility for the National Register of Historical Places. Prior to the fire and demolition of the building, the Project proposed only partial demolition of the Citizens Warehouse/Lysle Storage Company building, while stabilizing and preserving in place the remaining part of the building. In addition, mitigation measures CR-2 and CR-3 were identified to minimize impacts of the Project on the historic building. Mitigation measure CR-2 comprised efforts to commemorate the historical significance through an exhibit, report, or website, while mitigation measure CR-3 detailed plans to retain and stabilize the remaining portion of the Citizens Warehouse/Lysle Storage Company building. Because the building has been demolished by the City of Los Angeles and is no longer in existence, mitigation measures CR-2 and CR-3 are no longer applicable and are no longer included as part of the Project. The elimination of the mitigation measures CR-2 and CR-3 are shown below in strikeout text.

1.2. PURPOSE

Table 4.1 has been prepared to ensure compliance with all mitigation measures identified in the Draft EIR and this Final EIR which would lessen or avoid potentially significant adverse environmental impacts resulting from implementation of the Proposed Project. Each mitigation measure is identified in Table 4.1 and is categorized by environmental topic and corresponding number, with identification of:

- Monitoring Action – The criteria that would determine when the measure has been accomplished and/or the monitoring actions to be undertaken to ensure the measure is implemented.
- Party Responsible for Implementing Mitigation – The entity accountable for the action.
- Enforcement Agency, Monitoring Agency, and Monitoring Phase – The agencies responsible for overseeing the implementation of mitigation and when the implementation is verified.

Table 4.1 Mitigation Monitoring and Reporting Program

Impact Area	Potential Effects	Mitigation Measures	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Aesthetics	Light and Glare	AES-1 Construction-related light fixtures shall be equipped with glare diffusers and feature directional shielding in order to avoid the spillover of light onto adjacent residences.	Equip construction lighting with glare diffusers and directional shielding	Metro/ Contractor	1. Metro 2. Metro 3. Construction
		AES-2 Permanent operations-related light fixtures shall feature directional shielding in order to avoid the spillover of backlight and uplight onto adjacent residences.	Equip permanent operations-related lighting with directional shielding	Metro/ Contractor	1. Metro 2. Metro 3. Operations
Cultural Resources	Significance of a Historical Resource	CR-1 Design measures shall be developed by the Project Architect and Engineer and implemented by the Project Contractor to minimize harm due to alterations to the 1st Street Bridge. Design measures shall include surface treatment of new concrete to reflect but be distinguishable from the original board-form appearance, retention of the decorative brackets, and an infill treatment of the incising arches in a manner similar to the treatment used when the Bridge was first widened to accommodate the Eastside Light-Rail Extension of the Metro Gold Line Project.	Develop and implement design measures to minimize harm resulting from alterations to the 1st Street Bridge.	Metro/ Contractor	1. Metro/City of Los Angeles Office of Historic Resources 2. Metro 3. Pre-construction
		~~CR-2 Metro shall conduct further historical research and analysis to document, in an exhibit, report, or website, the historic association and significance of the Citizens Warehouse/Lysle Storage Company building. The documentation shall include a discussion of who lived and worked in the building and its role in the early settlement history of the Arts District. A description of the construction history of the complex from 1888 until the present time shall also be included in the documentation. Copies of the report or exhibit shall be provided to the City of Los Angeles Public Library for public education purposes. The documentation shall be completed prior to commencement of any Project construction activities that could adversely affect the Citizens Warehouse/Lysle Storage Company building.~~	~~Document the historic association and significance of the Citizens Warehouse/Lysle Storage Company building, including a discussion of its role in the early settlement history of the Arts District and its former occupants. Provide this research and analysis to the City of Los Angeles Public Library.~~	~~Metro/ Cultural Resources Consultant~~	~~1. Metro/City of Los Angeles Office of Historic Resources~~ ~~2. Metro~~ ~~3. Prior to demolition of the Citizens Warehouse/Lysle Storage Company building~~

Impact Area	Potential Effects	Mitigation Measures	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
~~Cultural Resources~~	~~Significance of a Historical Resource~~	~~CR-3 Metro shall do the following to minimize impacts to the Citizens Warehouse/Lysle Storage Company building.~~ ~~A. Metro shall retain and stabilize approximately 24,000 square feet of floor area of the extant portion of the Citizens Warehouse/Lysle Storage Company building along Center Street (8,000 square feet per story on the basement, the ground floor, and the second floor), including the former location of the Art Dock, for potential future reuse.~~ ~~1. Stabilization of the remaining portions of the building to remain shall be designed and conducted in a manner consistent with the applicable SOI's Standards. The stabilization design shall be prepared prior to commencement of any of the Proposed Project's construction activities that could adversely affect the Citizens Warehouse/Lysle Storage Company building.~~ ~~2. In order to preserve the maximum amount of historic materials comprising the floors and ceiling joists, Metro shall saw-cut through the first floor, second floor, and roof along the eastern side to be stabilized.~~ ~~3. Demolition of the eastern portion of the building may not occur until after the stabilization (item A.1) and saw-cut (item A.2) are complete.~~ ~~4. Brick exterior cladding material, windows, and other character-defining materials and features obtained from the demolition of the eastern wall of the Citizens Warehouse/Lysle Storage Company building shall be salvaged and stored so that those original materials~~	~~Prepare and implement a plan to retain, stabilize, and preserve the opportunity to expand the Citizens Warehouse/Lysle Storage Company building for potential reuse and retain eligibility for designation as a City of Los Angeles Historic-Cultural Monument.~~	~~Metro/ Contractor~~	~~1. Metro/City of Los Angeles Office of Historic Resources~~ ~~2. Metro~~ ~~3. Pre-construction~~

Impact Area	Potential Effects	Mitigation Measures	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
		~~can be re-used to clad the southern façade of the existing building or to clad any proposed Pickle Works replication addition to the south.~~ ~~B. Metro shall consult with the Arts District community to identify an appropriate future use for the Citizens Warehouse/Lysle Storage Company building. Renovations to accommodate the new use shall not preclude the building's eligibility to be considered as a City of Los Angeles Historic-Cultural Monument.~~ ~~C. Upon identification of an appropriate future use for the Citizens Warehouse/Lysle Storage Company building, Metro shall develop an adaptive reuse plan in consultation with the Los Angeles Conservancy and the City of Los Angeles Office of Historic Resources. The adaptive reuse plan shall:~~ ~~1. Develop an adaptive reuse design for historic rehabilitation consistent with the SOI's Standards for Rehabilitation to a total of up to approximately 26,700 square feet of floor area.~~ ~~a. The adaptive reuse design shall include replication of the original southern façade of the former Pickle Works building to the maximum extent possible.~~ ~~b. The adaptive reuse plan shall be developed by Metro in consultation with the Los Angeles Conservancy and the City of Los Angeles Office of Historic Resources to ensure that adequate guidance is in place for historic rehabilitation principles to~~			

Impact Area	Potential Effects	Mitigation Measures	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
		~~be incorporated into the needs of potential future reuse.~~ ~~c. Metro shall obtain the services of a firm specializing in historic preservation rehabilitation projects to provide guidance for development of the plan.~~ ~~D. Metro shall do the following to enable the Cultural Heritage Commission's consideration of the Citizens Warehouse/Lysle Storage Company as a City of Los Angeles Historic-Cultural Monument:~~ ~~1. Ensure the following character-defining features are preserved in the adaptive reuse design along the north and west elevations to convey the building's association with the Los Angeles Arts District during the 1970s and 1980s:~~ ~~a. Common-bond brick work~~ ~~b. Patterned but irregular spacing of fenestration and openings~~ ~~c. Segmentally arched windows of variegated dimensions~~ ~~d. Four-part corbelling at west and north elevation rooflines~~ ~~e. Ceramic insulators affixed to west elevation~~ ~~f. Sawtooth element at roof~~ ~~g. Recessed wood-frame multi-light windows~~ ~~h. Faux shutters and planters~~ ~~i. The Art Dock bay, located at 112 Center Street (west elevation, second dock from north)~~			

Impact Area	Potential Effects	Mitigation Measures	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
		~~j. Elevated single-bay loading docks~~ ~~k. Basement windows~~ ~~l. Stucco-capped stepped parapets at the roofline~~ ~~4. Apply to the City of Los Angeles Office of Historic Resources and Cultural Heritage Commission for their consideration of the Citizens Warehouse/Lysle Storage Company to be designated as a City of Los Angeles Historic-Cultural Monument.~~ ~~a. The application shall base the statement of significance on the building's association with the Los Angeles Arts District during the 1970s and 1980s under Criterion 1: Is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community.~~ ~~b. The nomination for Historic-Cultural Monument status would be prepared after the stabilization is complete.~~ ~~E. Metro shall preserve the opportunity to expand the Citizens Warehouse/Lysle Storage Company building towards the 1st Street Bridge to provide up to approximately 2,700 square feet of floor area (900 square feet per story on the basement, the ground floor, and the second floor). The determination whether to expand the building towards the 1st Street Bridge shall be made by Metro in consultation with the Arts District community, the Los Angeles Conservancy, and the City of Los Angeles Office of Historic Resources.~~			

Impact Area	Potential Effects	Mitigation Measures	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
		~~1. Any expansion of the building towards the 1st Street Bridge area shall be conducive to replicating the appearance of the no-longer extant portion of the former Pickle Works building built in 1888, which was demolished by a different entity for a previous project – the widening of the 1st Street Bridge.~~ ~~F. A certificate of occupancy shall be recorded on the property for the future reuse within five years of Metro's purchase of the property from the City.~~			
		CR-4 Metro shall prepare a report that documents, in-depth, the history and context of ice making and cold storage facilities in Los Angeles and the role played by National Ice and Cold Storage during its most significant years. Copies of the report shall be provided to the City of Los Angeles Public Library for public education purposes. The report shall be prepared prior to any demolition activities that would affect the National Ice and Cold Storage facility.	Prepare report on the history and context of ice making and cold storage facilities in Los Angeles and the role played by National Ice and Cold Storage during its most significant years. Provide copies of the report to the City of Los Angeles Public Library.	Metro/Cultural Resources Consultant	1. Metro/City of Los Angeles Office of Historic Resources 2. Metro 3. Prior to demolition of National Ice and Cold Storage facility.
Cultural Resources	Significance of an Archaeological Resource	CR-5 A qualified archaeologist who meets the standards of the Secretary of the Interior for Archaeology (Project Archaeologist) shall be retained to provide and supervise archaeological monitoring of all project-related, ground-disturbing construction activities (e.g., boring, grading, excavation, drilling, trenching) that occur after existing pavement and buildings are removed. A Cultural Resources Monitoring and Mitigation Plan (CRMMP) shall be developed prior to the start of ground-disturbing activities outlining qualifications and roles of the Project Archaeologist and archaeological monitor,	1. Retain qualified archaeologist 2. Develop CRMMP 3. Monitor all ground-disturbing activities 4. Monthly Reports 5. Discovery Protocols 6. Data Recovery	Metro/ Project Archaeologist	1. Metro/California Office of Historic Preservation 2. Metro 3. Construction

Impact Area	Potential Effects	Mitigation Measures	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
		monitoring procedures, reporting requirements, and procedures to follow if cultural resources are encountered during construction. The Project Archaeologist shall prepare monthly cultural resources monitoring progress reports to be filed with Metro. In the event that cultural resources are exposed during construction, the archaeological monitor shall temporarily halt construction within 50 feet (15 meters) of the discovery (if safe) while the potential resource is evaluated for significance (i.e., eligible for listing in the CRHR per PRC Section 5024.1(c), or in a local register of historical resources as defined in PRC Section 5020.1(k)). Construction activities could continue in other areas that are a distance of at least 50 feet from the discovered resource. If the discovery proves to be significant, representatives of Metro and the Project Archaeologist shall meet to determine the appropriate avoidance or minimization measures. In considering suggested mitigation, Metro shall determine whether avoidance and preservation in place is feasible in light of such factors as the nature of the find, the Proposed Project design, costs, and other considerations. Under CEQA Guidelines Section 15126.6(b)(3), preservation in place is the preferred method of mitigation and, if feasible, shall be adopted to mitigate impacts to historical resources of an archaeological nature unless the lead agency determines that another form of mitigation is available and provides superior mitigation of the impacts. If avoidance and preservation in place is infeasible, other appropriate measures, such as data recovery excavation, shall be instituted. If data recovery is deemed appropriate, a Treatment or Data Recovery Plan (Plan) outlining the field and laboratory methods to be used shall be prepared by the Project Archaeologist in accordance with CEQA Guidelines Section 15064.5(f) and approved by Metro prior to initiation of data recovery work.			

Impact Area	Potential Effects	Mitigation Measures	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
		The Plan shall specify the appropriate treatment and/or curation of collected materials.			
Cultural Resources	Destruction of Paleontological Resource or Site or Unique Geologic Feature	CR-6 A qualified paleontological monitor shall be retained to monitor project-related excavation activities on a full-time basis in previously undisturbed Pleistocene deposits, if encountered. Project-related excavation activities of less than ten feet in depth shall be monitored on a part-time basis to ensure that underlying paleontologically sensitive sediments are not being affected. In addition, the monitor shall ensure the proper differentiation between paleontological and archaeological resources.	1. Full-time monitoring in area of undisturbed Pleistocene deposits 2. Part-time monitoring when excavation is less than ten feet. 3. Review recovered resources to differentiate between paleontological and archaeological resources	Metro/ Paleontological Monitor	1. Metro 2. Metro 3. Construction
		CR-7 A Paleontological Monitoring and Mitigation Plan (PMMP) shall be developed by a qualified professional paleontologist prior to the start of ground-disturbing activities. A qualified professional paleontologist shall be retained to supervise the monitoring of construction. Paleontological resource monitoring shall include inspection of exposed geologic units during active excavations within sensitive geologic sediments, as defined by the PMMP and as needed. The monitor shall have authority to temporarily divert grading away from exposed fossils in order to efficiently recover the fossil specimens and collect associated data. The qualified paleontologist shall prepare monthly progress reports to be filed with Metro. At each fossil locality, field data forms shall be used to record pertinent geologic data, stratigraphic sections shall be measured, and appropriate sediment samples shall be collected and submitted for analysis. Matrix sampling shall be conducted to test for the presence of microfossils.	1. PMMP development 2. Retain paleontologist 3. Monitoring 4. Monthly reporting 5. Matrix sampling	Metro/ Paleontological Monitor	1. Metro 2. Metro 3. Pre-construction/ Construction

Impact Area	Potential Effects	Mitigation Measures	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Cultural Resources	Destruction of a Paleontological Resource or Site or Unique Geologic Feature	CR-8 Recovered fossils shall be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility. The most likely repository would be the Natural History Museum of Los Angeles County.	Curate recovered fossils and deposit in designated curation facility.	Metro/ Paleontological Monitor	1. Metro 2. Metro 3. Construction
	Disturbance of Human Remains	CR-9 In the event that human remains, as defined above, are encountered at the Project Site, procedures specified in the Health and Safety Code Section 7050.5, Public Resources Code Section 5097.98, and the California Code of Regulations Section 15064.5(e) shall be followed. In this event, all work within 100 feet (30 meters) of the burial shall cease, and any necessary steps to ensure the integrity of the immediate area shall be taken. This shall include establishment of a temporary Environmentally Sensitive Area (ESA) marked with stakes and flagging tape around the find and 100-foot buffer. The Los Angeles County Coroner shall be immediately notified. The Coroner must then determine whether the remains are Native American. Work shall continue to be diverted while the Coroner determines whether the remains are Native American. Should the Coroner determine that the remains are Native American, the Coroner has 24 hours to notify the NAHC, who shall in turn, notify the person they identify as the most likely descendent (MLD) of any human remains. Further actions shall be determined in consultation with the MLD. Upon being granted access to the site, the MLD has 48 hours to make recommendations regarding the treatment or disposition of the remains of the discovery. If requested by the MLD, measures shall be taken to the extent feasible to preserve and protect the remains in situ. If preservation in place is not feasible in light of such factors as the nature of the find, the Proposed Project design, costs, and other	1. Cease work within 100 feet of discovery. 2. Notify Los Angeles County Coroner 3. Preserve in place/reburial/repatriation of remains in consultation with MLD	Metro/ Archaeological Monitor	1. Los Angeles County Department of Medical Examiner-Coroner 2. Metro 3. Construction

Impact Area	Potential Effects	Mitigation Measures	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
		considerations, the appropriate treatment, reburial, or repatriation of the remains shall be determined in consultation with the MLD. If the MLD does not make recommendations within 48, Metro shall, with appropriate dignity, re-inter the remains in an area of the property secure from further disturbance. Alternatively, if Metro does not accept the MLD's recommendations, Metro or the MLD may request mediation by the NAHC. The location of the remains shall be kept confidential and secured from disturbances and looting until the appropriate treatment has been identified and implemented. No information regarding the discovery of human remains shall be publicized.			

Impact Area	Potential Effects	Mitigation Measures	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Noise and Vibration	Exceedance of Applicable Standards	NV-1 The Contractor shall submit a Noise Control and Monitoring Plan to Metro that is prepared, stamped, and administered by the Contractor's Acoustical Engineer. This plan shall state that: • Equipment shall include enclosed engines, acoustically attenuating shields, and/or high-performance mufflers; • Equipment and staging areas shall be located away from noise-sensitive receivers; • Idling of construction equipment shall be restricted to a maximum of five minutes, except as provided in the exceptions to the applicable California Air Resources Board regulations regarding idling; • Temporary noise barriers and/or noise control curtains shall be installed; • Construction-related truck traffic shall be routed away from local residential streets and/or sensitive receivers; • Impact pile driving shall be prohibited; • The use of impact devices such as jackhammers and hoe rams shall be minimized, using concrete crushers and pavement saws instead; • The Noise Control and Monitoring Plan shall include a site drawing, an inventory of equipment, calculations of the one-hour L_{eq} noise levels at sensitive receptors (i.e., OSF), and compliance with FTA noise criteria. An updated Noise Control and Monitoring Plan shall be completed and submitted within ten days of the start of each quarterly period, or whenever there is a major change in work schedule, construction methods, or equipment operations.	Prepare Noise Control and Monitoring Plan and submit to Metro.	Metro/ Contractor	1. Metro 2. Metro 3. Pre-construction
Noise and Vibration	Exceedance of Applicable Standards	NV-2 Metro shall install low-impact frogs at locations with special trackwork. This applies to the OSF-adjacent storage yard and yard tracks within a 200-	Install low-impact frogs	Metro/ Contractor	1. Metro 2. Metro 3. Construction

Impact Area	Potential Effects	Mitigation Measures	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
		foot radius of the northern portion of the northern OSF building. This also applies to existing yard tracks leading to the Maintenance Facility, as well as new yard tracks within a 200-foot radius of the northern portion of the southern OSF building.			
	Exposure of Persons to or Generation of Excessive Groundborne Vibration or Noise	NV-3 The Contractor shall submit a Vibration Monitoring Plan to Metro that is prepared, stamped, and administered by the Contractor's Acoustical Engineer. This plan shall include: • A survey of OSF building foundations with photographs of existing conditions limited to buildings within 25 feet of high-vibration-generating construction activities. Another survey shall be completed at the end of construction activities to assess potential damage. Damaged structures shall be returned to the preconstruction state by the Contractor. • A requirement to monitor vibration at any building where vibratory rollers or similar high-vibration-generating equipment would be operated within 25 feet of buildings and at any location where complaints about vibration are received from building occupants. Construction activities shall be stopped and alternative methods introduced if vibration levels exceed 0.2 inches per second at OSF. Examples of high-vibration construction activities include the use of vibratory compaction or hoe rams next to sensitive buildings. Alternative procedures include use of non-vibratory compaction in limited areas and a concrete saw in place of a hoe ram to break up pavement. • Nighttime construction activities near OSF shall not include equipment operations within the minimum distances shown in Table 3.7.9.	Prepare Vibration Monitoring Plan and submit to Metro.	Metro/ Contractor	1. Metro 2. Metro 3. Pre-construction

Impact Area	Potential Effects	Mitigation Measures	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Tribal Cultural Resources	Substantial Adverse Change to a Tribal Cultural Resource	TCR-1 Because of the potential for tribal cultural resources, a Native American monitor shall be retained to monitor all project-related, ground-disturbing construction activities (e.g., boring, grading, excavation, drilling, trenching) that occur after existing pavement and buildings are removed. The appropriate Native American monitor shall be selected based on ongoing consultation under AB 52 and shall be identified in the Cultural Resources Monitoring and Mitigation Plan (CRMMP), as described in Mitigation Measure CR-5. Monitoring procedures and the role and responsibilities of the Native American monitor shall be outlined in the project 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 Project Archaeologist and Metro. 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 Treatment Plan or Data Recovery Plan is prepared, the consulting tribe(s) shall be provided an opportunity to review and provide input on the Plan.	Retain Native American Monitor	Native American Monitor/ Project Archaeologist	1. Metro 2. Metro 3. Construction