

APPENDIX A

Public Scoping Meeting Report



Division 20 Portal Widening and Turnback Facility

Public Scoping Summary Report

February 2018



Prepared for:



Prepared by:



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Contents

1. Overview	4
2. Project Database	5
3. Meeting Notification Efforts.....	6
4. Elected Official Staff Briefings	9
5. Stakeholder Briefings and Technical Advisory Committee Meetings	10
6. Overview of Scoping Meetings.....	11
7. Scoping Comments.....	14

Tables

Table 1: Social Media Posts	7
Table 2: E-Blasts.....	8
Table 3: Distribution of Scoping Meeting Notices	9
Table 4: Elected Briefings	10
Table 5: Stakeholder Briefings.....	10
Table 6: Metro Division 20 Scoping Meeting #1 Attendees	11
Table 7: Metro Division 20 Scoping Meeting #2 Attendees	12
Table 8: Agency and Special District Comment Issues	14

Images

Image 1: Arts District, Artshare L.A.	14
Image 2: Little Tokyo, Japanese American Cultural & Community Center (JACCC)	14

Appendix

Appendices	21
Appendix A: Notice of Preparation (NOP)	22
Appendix B: Meeting Notice & Mailing List	38
Appendix C: Print Advertisements	79
Appendix D: Social Media	95
Appendix E: Blog Publications	107
Appendix F: Project Website	126
Appendix G: E-Blast Notifications	129
Appendix H: Extended Outreach Matrix & Earned Media	175
Appendix I: Meeting Handouts	204
Appendix J: Presentation & Exhibit Boards	233
Appendix K: Participants by Meeting	292
Appendix L: Comments Received	321

Overview

The Los Angeles County Metropolitan Transportation Authority (Metro) is proposing service improvements for its Red and Purple Lines with the Division 20 Portal Widening and Turnback Facility Project (Project). Collectively, the Red and Purple Lines carry over 140,000 passengers daily, with ridership expected to increase by 49,000, following the Purple Line extension to the Veterans Affairs West Los Angeles Medical Center. Currently, these trains reverse at Union Station, resulting in back-up and delay in service. The Project aims to address these service reliability and safety issues with three core improvements, which include:

- Widening of the heavy rail tunnel south of U.S. Highway 101 (Portal Widening)
- Development of a new, surface-level Turnback Facility in the existing Division 20 Rail Yard
- Reconfiguration of the surface-level rail storage tracks

A Notice of Preparation (NOP) for the Project was released on October 18, 2017 to initiate the environmental review process for the Environmental Impact Report (EIR) (Appendix A). Metro accepted public comments on the NOP for 30 days, from October 18 to November 17, 2017. Additionally, the public scoping Meetings were conducted on October 25 and November 8, 2017 and were attended by 47 participants. The meetings were held at two key local community venues: Art Share L.A. and the Japanese American Cultural & Community Center. The first meeting was held from 6 to 8 p.m. to target the community at large and the second meeting was held from 3 to 5 p.m. to accommodate business owner participation. Both meetings presented identical agenda and presentation information.

Collectively, the meetings received 33 comments with key topics including: rights-of-way (ROW), air quality, accessibility to the LA River, and residential and commercial impacts. Overall, community members expressed support for the Project and expressed interest in future Project developments, specifically the addition of an Arts District rail station at 6th St.

Subsequent to the end of the scoping period, the Proposed Project footprint was expanded to include an additional property at 100-120 North Santa Fe Av, at the owner's request and in-line with Metro's need. This expansion initiated the revision of the NOP. The second or revised NOP outlined this change to the Project and solicited area and agency stakeholders for comment on the acquisition and reuse of this property as part of the proposed Project for analysis in the Draft Environmental Impact Report (DEIR) (Appendix A). As with the first NOP, the revised NOP included a 30-day comment period, which concluded on February 2, 2018. An additional 11 comments were received. At the direction of Metro, Arellano Associates (AA) executed the following outreach activities to engage community members and solicit input.

1. Project Database

The Project database serves as the key resource for public notification of community meetings by means of direct mail, e-blasts, key drop off locations and extended outreach with stakeholders. The database contains key stakeholders, including: agencies, businesses, academic institutions, elected officials, community groups and organizations, tribal contacts, faith-based organizations, emergency responders, utilities, and the interested public. Prior to the scoping meetings, the database contained 577 records with mailing and email addresses. After the scoping meetings and close of the revised NOP comment period, the

database increased to 646 contacts, to include meeting attendees, commenters, and other Project related email contacts.

2. Meeting Notification Efforts

A variety of notification methods were employed to reach out to the public and encourage participation, including print (direct mail and public counter distribution at community organizations) and electronic (e-blasts and social media) meeting notices. The sections below further expand upon each notification method used.

a. Postal Notice

Postal-mail was a primary form of Project meeting notification. The initial NOP for the Project was released on October 18, 2017. This mailing initiated the environmental review process for the EIR. The NOP was post-mailed to 69 agencies (Appendix A). The revised notice was post-mailed to the original NOP list with added scoping meeting attendees and to those that submitted comments.

In conjunction with the release of the Project's initial NOP, AA, the environmental team, and Metro collaborated to produce a postal meeting notice with the purpose of inviting and encouraging the community to attend the scoping meetings. The notice provided a brief description of the Project, the purpose of the scoping meetings, overall benefits, and details on how to provide input during the scoping period. The notice was written in English, Spanish, and Japanese to increase its potential for increasing project awareness and meeting participation.

The meeting notice was designed as an 11" L x 8 ½" W, full-color, tri-fold with the Project's branding. The notice was mailed to both the key stakeholders in the database and property owners or occupants located within 1,000 feet of the Project area. A total of 1,608 notices were mailed for this effort (Appendix B).

b. Print Advertisements

Print advertisements were also instrumental in the release of both NOPs and as invitation in the scoping meeting process. Metro and the environmental team published the NOP on October 18, 2017 in the following five local newspapers:

- *Los Angeles Daily News*
- *Eastside Sun*
- *Downtown News*
- *La Opinión*
- *Rafu Shimpo*

The revised NOP was later released on January 3, 2018. Copies of each advertisement can be found in Appendix C.

c. Social Media Posts

Social media posts were scheduled and posted between October 18 through November 6 in order to give the targeted audiences the most advanced and timely noticing regarding the two scoping meetings

(Appendix D). The posts were published and shared by several Facebook and Twitter users and sparked dialogue among followers. Posts and their results are shown in the Table 1, below.

Table 1: Social Media Posts

Method	Post	Metrics	Timing
Facebook #1	10/18/17	92 likes, 2 comments	Initial Scoping
Twitter #1	10/20/17	4 likes, 4 retweets	
Twitter #2	10/26/17	5 likes, 4 retweets, 1 comment	
Twitter #3	11/03/17	2 likes, 3 retweets	
Twitter #4	11/06/17	4 likes, 4 retweets	
Facebook #2	01/04/18	48 likes, 4 shares, 3 comments	Revised Scoping
Twitter #5	01/04/18	3 likes, 2 retweets	
Twitter #6	01/08/17	9 likes, 5 retweets, 1 comment	
Twitter #7	01/17/18	4 likes, 3 retweets, 1 comment	
Twitter #8	01/29/18	6 likes, 1 retweet	

d. Blog Publications

Metro’s online blog publications, The Source and El Pasajero, the Spanish version, ran Project-related articles on October 18, 2017. The articles provided a brief overview of the Project, benefits resulting from the improvements, and details about the scoping Meetings (Appendix E).

A second round of blog posts were initiated on January 3, 2018 for the Source and January 4, 2018 for El Pasajero (Appendix E). Each post updated readers on the modifications to the Project and alerted them to the additional comment period.

e. Project Website

The Project website was updated to include the latest overview, information about the Public scoping meetings, how to provide a comment during the formal scoping period and, again, for the revised scoping, a link to sign up for future Project updates and meetings, and the presentation from the public meetings (Appendix F).

f. E-Blasts

Metro prepared and scheduled 13 e-blasts that were distributed to the master Project database using MyEmma. The first of eight scoping meeting notification was sent on October 3, 2017 to a total of 473 unique e-mail addresses. The last scoping e-blast was sent on November 17, 2017.

E-blasts were also used to notice stakeholders of the revised NOP and its 2018 comment period. Five notices were distributed during this period, which included one via the Central L.A. Newsletter e-blast list. The following table lists additional details for each e-blast (Appendix G).

Table 2: E-Blasts

E-blast	Date Sent	Timing
#1 – Scoping Meeting Invitation	10/03/17	Pre-Scoping
#2 – NOP Release & 1 st Scoping Meeting Invitation Reminder	10/18/17	
#3 – 2 nd Scoping Meeting Invitation Reminder	10/24/17	
#4 – 3 rd Scoping Meeting Invitation Reminder	11/01/17	Scoping
#5 – 4 th Scoping Meeting Invitation Reminder	11/07/17	
#6 – Thank You	11/13/17	Post Initial Scoping
#7 – Stay Connected	11/15/17	
#8 – Last Day to Comment	11/17/17	
#9 – Revised NOP Request for Input	01/03/18	Revised Scoping
#10 – Metro Planning 101 (via Central LA Newsletter)	01/17/18	
#11 – 1 st Revised NOP Reminder	01/22/18	
#12 – 2 nd Revised NOP Reminder	02/01/18	
#13 – Thank You	02/06/18	

g. Door-to-Door Notification and Extended Outreach

Metro focused targeted door-to-door noticing within the Little Tokyo/Arts District area to help spread the word about upcoming scoping meetings to key community stakeholders (Table 3). As a result, the meeting information was displayed in a number of community websites (Appendix H).

Table 3: Distribution of Scoping Meeting Notices

Business Name	Notes/Comments
One Santa Fe Management	50 notices distributed on 10/19/17
<i>One Santa Fe Retail Tenants</i>	
Cafe Gratitude	1-3 notices distributed for posting on 10/19/17
A Shop Called Quest	1-3 notices distributed for posting on 10/19/17
Grow the Produce Shop	1-3 notices distributed for posting on 10/19/17
Bulletproof Coffee	1-3 notices distributed for posting on 10/19/17
Van Leeuwen Ice Cream	1-3 notices distributed for posting on 10/19/17
Hennessey + Ingalls	1-3 notices distributed for posting on 10/19/17
WITTMORE Arts District	1-3 notices distributed for posting on 10/19/17
Voyager Shop	1-3 notices distributed for posting on 10/19/17
HUE Los Angeles	1-3 notices distributed for posting on 10/19/17
(MALIN+GOETZ)	1-3 notices distributed for posting on 10/19/17
EdiBOL	1-3 notices distributed for posting on 10/19/17
Amazebowls	1-3 notices distributed for posting on 10/19/17
Nailbox	1-3 notices distributed for posting on 10/19/17
Benjamin Salon	1-3 notices distributed for posting on 10/19/17
LAZ Parking	1-3 notices distributed for posting on 10/19/17
<i>Little Tokyo</i>	
Japanese American Cultural & Community Center	50 notices distributed on 10/19/17
Little Tokyo Service Center	50 notices distributed on 10/19/17
Little Tokyo Library	50 notices distributed on 10/19/17
Koban Center	50 notices distributed on 10/19/17

3. Elected Official Staff Briefings

Metro presented the Project to Staff of local elected official offices with interest in the Project area. An initial set of three briefings preceded the scoping meetings, providing Staff an opportunity to learn about

the Project and provide feedback on the Project. The post-scoping briefing reported on final Project messaging and community input. One follow-up briefing occurred during the revised scoping comment period. Metro’s coordination with elected offices are summated in the table below.

Table 4: Elected Briefings

Elected Office	Briefing Date	Timing
Los Angeles City Mayor, Garcetti’s Office	09/26/17	Pre-Scoping
Los Angeles Councilmember Huizar’s Office, CD 14	09/26/17	
Los Angeles County Supervisor, Solis’ Office, District 1	09/28/17	
Los Angeles City Mayor, Garcetti’s Office	12/01/17	Post Initial Scoping
Los Angeles Councilmember Huizar’s Office, CD 14	12/01/17	
Los Angeles Councilmember Huizar’s Office, CD 14	01/12/18	Revised Scoping

4. Stakeholder Briefings and Technical Advisory Committee Meetings

Metro made a concerted effort to provide Project update presentations and briefings, working with the established local community organizations, to promote the scoping meetings and obtain feedback. The following table represents these efforts.

Table 5: Stakeholder Briefings

Organization	Date	Timing
Central City Association (CCA) Transportation, Infrastructure, and Environment Committee	10/12/17	Pre-Scoping
Arts District Los Angeles Business Improvement District Board Meeting (ADLA)	10/13/17	
Historic Cultural Neighborhood Council (HCNC) Urban: Design and Land Use Committee (LUC)	10/19/17	
Little Tokyo Community Council	10/24/17	
Metro Technical Advisory Committee (TAC)	11/01/17	Post Initial Scoping
Metro's Union Station Area Roundtable	11/02/17	
Gabrieleño Band of Mission Indians - Kizh Nation: Tribal consultation	12/14/17	
Arts District Los Angeles Business Improvement District (ADLA BID)	01/12/18	Revised Scoping
Metro's Union Station Area Roundtable	01/18/18	
LA Conservancy	01/26/18	

Gabrieleño Band of Mission Indians - Kizh Nation: Tribal consultation	01/31/18	
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5. Overview of Scoping Meetings

The two scoping meetings were held on Wednesday, October 25, 2017 at Art Share L.A., located at 801 4th Pl, Los Angeles, CA 90013, and Wednesday, November 8, 2017 at the Japanese American Cultural & Community Center (JACCC), 244 South San Pedro St Los Angeles, CA 90012. These venues are well known to the target audience, serving as community hubs and gather places for the nearby neighborhoods. As previously noted, the first meeting was held from 6 to 8 pm to target the community-at-large, while the second meeting was held from 3 to 5 p.m. to accommodate local business owners, thereby giving the local community a variety of time options to attend at their convenience.

Meeting participants received a packet of tri-lingual (English, Japanese, and Spanish) materials, which included an agenda, Project fact sheet, comment card, and FAQ. All meeting handouts are included in this report (Appendix I). During the meetings, participants had the opportunity to walk throughout the room, view the exhibit boards, and ask questions and/or provide input to the Project team. Exhibit boards and the meeting presentation are also included in this report (Appendix J).

A total of 47 participants signed-in and four comment cards were submitted during the scoping meetings (Appendix K).

The meetings opened with a “meet and greet”, followed by a presentation and ended with an open house session.

Mr. Michael Cortez, Metro Community Relations Manager, led the presentation including the welcome and introductions of the Project team and Project background. Mr. Cortez introduced Ms. Andrina Dominguez, Metro Environmental Specialist, who provided an overview of the Project description, review of the scoping process, and an introduction to the California Environmental Quality Act (CEQA). Mr. David Mieger, Metro Senior Executive Officer, provided more technical details, including the configuration of the Project area and the goal to accommodate the needs of the Metro Purple and Red Lines. Mr. Cortez finalized the presentation with information on how to provide formal comments, the next steps for the Project, and the anticipated timeline.

The tables below list all public participants per meeting, which include elected representatives, stakeholders and individual residents.

Table 6: Metro Division 20 Scoping Meeting #1 Attendees

Scoping Meeting #1		
Organization	First Name	Last Name
Arts District Los Angeles Business Improvement District Board Meeting (ADLA)	Miguel	Vargas
City of Los Angeles, Office of Mayor Garcetti	Chun	Leung
Cordoba Corporation	Conrado	Ayala

Fixing Angelenos Stuck in Traffic (F.A.S.T.)	Hilary	Norton
Interested Party	Dori	Keller
Interested Party	Greg	Kyle
Interested Party	Lauren	Phillips
Interested Party	Michael	Stein
Interested Party	Todd	Nguyen
Kimley-Horn	Edgar	Torres
Los Angeles County Business Federation (Biz Fed)	Jerard	Wright
M Strategic Communications	Rebecca	Morales
Office of LA City Councilmember Paul Krekorian, District 2	Doug	Mensman
Office of Los Angeles City Councilman Jose Huizar, District 14	Ari	Simon
Office of Los Angeles City Councilman Jose Huizar, District 14	Megan	Teramoto
Office of Los Angeles County Supervisor Hilda Solis, District 1	Javier	Hernandez
Shimoda Design Group	Chris	Carlton

Table 7: Metro Division 20 Scoping Meeting #2 Attendees

Scoping Meeting #2		
Organization	First Name	Last Name
AECOM	Chris	Mockus
Arcadis	Mostafa	Sobaih
Boulevard Partners	Teddy	Stutz
California High-Speed Rail Authority	Patricia	Watkins
CREED LA	Jeff	Modrzejewski
Federal Transit Administration (FTA)	Charlene	Lee Lorenzo
Fixing Angelinos Stuck in Traffic (F.A.S.T.)	Hilary	Norton
Historic Cultural Neighborhood Council (HCNC)	Alan	Kumamoto
Interested Party	Bobby	Garza
Interested Party	Chris	Pearson

Interested Party	James	Okazaki
Interested Party	Jose	Pina
Interested Party	Sonia	E. Meintosh
Interested Party (previous LA City Council, 4th District)	Tom	LaBonge
Japanese Chamber of Commerce of Southern California	Kitty	Sankey
JKH Consulting	Jamarah	Hayner
Kimley-Horn	Robert	Blume
Kumamoto Associates	Joanne	Kumamoto
Little Tokyo Service Center	Bill	Watanabe
M Strategic Communications	Chris	Modrzejewski
M Strategic Communications	Rebecca	Morales
Northwestern Mutual	Joel	Wynton
Office of LA City Councilmember Paul Krekorian, District 2	Doug	Mensman
Office of Los Angeles City Councilman Jose Huizar, District 14	Megan	Teramoto
Office of Los Angeles City Councilman Jose Huizar, District 14	Nate	Hayward
Rancho Cold Storage	Frank	H. Gallo
Southern California Institute of Architecture	Paul	Holliday
Walsh Construction	Darrell	E. Waters
Walsh Construction	Lonnie	Rejda
Warner Music Group	Teddye	Sluyter Coak



Image 1: Arts District, Artshare L.A.

Image 2: Little Tokyo, Japanese American Cultural & Community Center (JACCC)

6. Scoping Comments

This section summarizes the key issues raised during the scoping period. A total of 48 unique written comments were submitted to the Project team. Of the comments 37 were received during the initial scoping comment period with an additional 11 received after the revised NOP. Most comments received were submitted via email with many resubmitted via postal mail. Two additional letters were delivered by mail, and four comment cards were submitted during the scoping meetings.


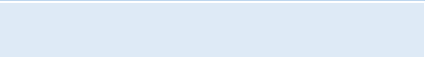

All comments and comment correspondence were recorded and saved into the Division 20 Comment Log & Issues Matrix in Smartsheet. This shareable, online format provided easy reference and accounting for all received comments. Appendix L provides copy of the Smartsheet log and all written comments submitted during the scoping period.

a. 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 . A total of 20 unique comment issues were received from the five agencies listed below, and topics of the comments are summarized in Table 8 (below). Two expressed support for the Project’s improvements to the regional transportation network. No additional agency or special district comment issues were raised in response to the revised NOP.

- California High-Speed Rail Authority (CHSRA)
- State of California Department of Transportation, District 7 (Caltrans)
- State of California Native American Heritage Commission (NAHC)
- South Coast Air Quality Management District (SCAQMD)
- Southern California Regional Rail Authority (SCRRA)

Table 8: Agency and Special District Comment Issues

Comment Issues	# of Comment Issues Received	
Transportation/Traffic	9	
Air Quality	6	
Cultural Resources	5	
Total	20	

- Caltrans – Recommended traffic study methodology, recommended Lead Agency study traffic impacts on US Highway 101 and, if needed, perform a queuing analysis for off-ramps if construction trips may cause a potential back-up to the mainline.
- Caltrans – Recommended truck/traffic construction management plan if truck traffic is expected to cause delays to US Highway 101.
- Caltrans – Recommended Lead Agency determine traffic volume counts and AM and PM peak-hour volumes.
- Caltrans – Recommended Lead Agency determine level of service (LOS) before and during construction.
- Caltrans – Recommended Lead Agency engage in a construction/operation traffic discussion to assess traffic turning movements, traffic flow, impacts and mitigation efforts.
- CHSRA – Commented that the Project will provide the additional capacity needed to meet future travel demand on the heavily utilize rail lines (Red/Purple Lines) and help to prepare Los Angeles for hosting the Olympic Games in 2028.
- SCRRA – Expressed concern for the existing fence, which separates the Metrolink ROW and the Metro Red/Purple Line maintenance facility. If the fence should require removal for construction purposes or any construction activates foul the Metrolink tracks, a railroad flagperson and temporary encroachment Right-of-Entry agreement would be required.
- SCRRA – The tunnel widening portion of the Project requires close coordination between Metro Regional Rail and SCRRA in order to mitigate impacts to design and construction of the Link US run through tracks project, since the tunnel widening is in direct conflict with the placement of support infrastructure for the run through track bridge in the area around Commercial Street.

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 CalEEMod 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 – Recommended performing a mobile source health risk assessment if the Proposed Project generates or attracts vehicular trips, especially heavy-duty diesel fueled vehicles. A permit may be required if the Project includes equipment that generates or controls air contaminants.

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 your 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.
- NAHC – Noted that lack of surface evidence of archeological resources does not preclude their subsurface existence.

b. Summary of Public Comments

From the release of the NOP on October 18th to the close of the scoping period on November 17th, public comments were collected from private citizens and community stakeholder groups. Scoping meeting participants had the opportunity to provide input during the open house sessions, via comment card at each of the public meetings. All interested parties were also able to provide comments via email or mail. In the end, many community members expressed conditional support for the Project with a strong interest in future Project developments, specifically the inclusion of an Arts District 6th St rail station.

Many of the comment issues received during the revised scoping period reiterated comments and sentiment, which had been submitted in the initial comment period. Additional comment issues presented after the revised NOP included a call for construction impacts funds, concern for the revised scopes impact on alternatives for the West Santa Ana Branch (WSAB) project, and interest in the incorporation of a Red Line station at 1st St.

The following is a summation of the range of comment issues presented throughout the process. Copies of each comment submission can be found in the DEIR in Appendix A.

Support

- I'm truly thankful that Metro is preparing to improve operational efficiency for the Red/Purple Lines.
- Thank you Metro for revising the Project to accommodate for the future development of a revenue station at 6th Street.
- We believe that the Project can significantly improve the transit experience in Downtown and beyond.
- Conditional support offered by many, provided Metro expand the Project to include a 6th Street Station.

[Additional Issues resulting from the Revised NOP](#)

- Absolute support for making Metro (rail) more efficient and faster, including new run times and preparations for the Purple Line extension.
- Interest in more projects, which enhance Metro's overall service.

General

- Concern that the Project fails to acknowledge the impacts to the surrounding community and growing need in the Arts District for access to public transportation.
- Concern noted that the Project expense will be passed along to Metro riders via fare increases.
- General unhappiness expressed for the excessive development in the area (specifically the Maintenance of Way 20) and the lack of affordability.
- Clarification requested for the anticipated health impacts to the community.
- Request for more information on the proposed footprint of the storage tracks; will there be any narrowing of streets or removal of sidewalks, particularly on Jackson Street.
- Request to include all active and pending area projects in the EIR cumulative impacts analysis, specifically including the West Santa Ana Branch, California High-Speed Rail and the Metro ESOC projects.

Additional Issues resulting from the Revised NOP

- Concern the Project will hinder revitalization efforts and future development along the L.A. River and the potential tax revenues for the city.
- Request to thoroughly mitigate construction impacts, including the initiation of a Project Development Fund for small businesses and institutions.

Transportation/Traffic

- Request that Project development activities be limited to the property parcel lines to minimize the traffic impact to nearby establishments.
- Request no street closures on Center and Ducommun Streets during construction due to daily delivery/ pick-up by large freight trucks on Upper Crust's property.
- Request details on potential street closures, specifically during normal business hours.
- Request notice of potential 101 Highway on- and off-ramp closures and the resulting detours, specifically that of Vignes Street.
- Request for clarification on the intended use of a triangular parcel off of Commercial Street (i.e. will it remain vacant, be used for parking, etc.); Interest in using the space as a dedication to the ROW, widening the street to accommodate large truck traffic
- Concern that the Project will eliminate/decimate the potential adaptive reuse of the main north-south arteries in the Arts District, which connect Union Station and the adjacent neighborhoods of China Town, Solano Canyon, and Victor Heights.
- Concern expressed that Project fails to address impacts on the community and the growing demand for transit options in the Arts District.

- Inaction to provide a local station (or two) in the Arts District will result in increased daily trips by cars due to the ongoing commercial and residential development.
- Suggestion to locate WSAB LRT on the east side of Center Street and pop-up within the Metro ROW north of Temple Street. This would avoid negative traffic and construction impacts on Vignes and Center Streets and in Little Tokyo and the Arts District.
- It makes no sense to have no passenger service south of Union Station, despite numerous tracks.
- It makes no sense to invest in infrastructure improvements without including practical use for riders from NoHo to the VA.

Additional Issues resulting from the Revised NOP

- Concern shared that the change in scope and acquisition of 100-120 N Santa Fe may impact the potential for an alternative WSAB route, which would avoid the Vignes route and impacts it may impose to community legacy businesses and temple.
- One reconsideration for the prior recommendation to realign Center St. to allow for the WSAB project, due to impacts on local jobs.
- Support expressed for the extension of the Purple Line to Boyle Heights (at Soto/Olympic, site of the old Sears).

Land Use

- Failure to take a more holistic approach to planning in the Arts District could have a chilling effect on the future of development and growth, especially considering the population projections for 2040 and the draw of other revitalization projects along the LA River.
- Inaction to provide a local station will result in increased parking demand due to the ongoing commercial and residential development. This in turn will lead to ineffective use of land, a less walkable community and more expensive rent.
- Interest expressed for more natural open space with wildlife, grass and trees near the LA River.
- Concern for the Project's impact on access to the LA River at the 1st Street Bridge.
- Concern shared for the potential loss of street parking.
- Concern raised that the expansion along Center Street will set-back the clock to a time when the area was considered a derelict industrial area.
- In spite of the need and value of the Purple Line to the City of Los Angeles, concern expressed that the expansion of the use is a great destruction of the area and compounding of an original mistake.

Additional Issues resulting from the Revised NOP

- Request for clarification on and on-going reports as to impacts resulting from Metro's acquisition of the 100-120 N Santa Fe property.
- Recommendation to install a sidewalk on the east side of the street next to the newly proposed building.

Aesthetics

- Concern shared for the expansion of the open-air rail facility, which will create a significant harsh and uninviting barrier between the growing Downtown Arts District and the Los Angeles River.
- The expansion of the existing rail yard is not a design choice worthy of a 21st century global city, nor is it aligned with the goals of creating an accessible, beautiful and welcoming LA River.
- Interest expressed for the final look and use of the areas surrounding the Project site and the potential for park space or landscaping/beatification

Noise

- Concern expressed for the expansion of the open-air facility, which will increase operational noise for neighboring communities.
- Concern for use of heavy, noisy equipment and any resulting ground vibrations, specifically those that may impact legacy businesses within the area.

Air Quality

- Concern for impacts to air quality during and after construction, notably exhaust from idling rail cars or construction vehicles.

Cultural Resources

- Concern expressed for use/loss of historic buildings.

Greenhouse Gas Emissions

- Support expressed for the haul route proposal during construction so as to avoid Jackson, Temple and 1st Sts once construction begins.

Project Scope

- Many highly recommended that Metro accelerate planning for the Arts District Red/Purple Lines 6th Street Station by introducing it into the Division 20 Project's scope of work. It was recommended that the station should be added to the next draft of the Short-Range Transportation Plan (SRTP) and to the Long Range Transportation Plan (LRTP). The following station benefits and comments were expressed:
 - Concern that Metro has no explicit planning for an Arts District station at 6th Street; this station cannot simply become a "nice to have" amenity.
 - Incentivizes Smart Growth for commercial and residential development while reducing auto dependence, air pollution and greenhouse gas emissions.
 - Provides for good paying, local job opportunities in the development/construction industries.

- Provides commute access to other areas of Los Angeles for residents of Boyle Heights and other nearby communities.
- Reduces operational noise and visual blight.
- Reduces auto traffic and parking demand by way of an increased use of public transit.
- Increase revenue for Metro.
- Improves mobility choices, providing future residents with better access to transit, bike and pedestrian-friendly environments to commute to jobs, schools, shopping and entertainment options.
- Connects the growing community to the regional transportation system through Union Station.
- Concurrent projects with improvements to the bike network in the Los Angeles River and streets provide an optimal time to connect with a new station.
- Reliable subway service is a must and existing infrastructure already exists.
- Promotes Metro's goals of sustainability and increasing ridership.
- Provides cost efficient solution, since the Red/Purple Line tracks already exist and Metro studies approximate the cost of a new revenue station at around \$90 million.
- Leverage the community momentum and utilize the Enhanced Infrastructure Financing Districts (EIFD) to develop a creative financing solution for the station.
- Provide a simple, functional station; the area doesn't need a sophisticated station, like Universal City.
- Station supports progressive infill development and Mayor's goal for housing targets
- Interest expressed for another station in the Art's District, just beyond the Project area.
- Strongly recommended to analyze opportunities for Transit Oriented Development (TOD) on-site and above the Project area for a completely urban center within close proximity to transportation, jobs, homes, commercial development and cultural and educational institutions. If Metro retained the air-rights or land, the TOD could subsidize Metro's operation and continue to bolster ridership.
 - Homeland security concerns are not a valid excuse to prevent the TOD concept, because the site is not unique thus will not attract disproportionate attention as compared to other Metro sites. Metro has also successfully argued against these concerns when raised by the Beverly Hills Unified School District lawsuit of the Purple Line.

[Additional Issue resulting from the Revised NOP](#)

- Request the Project designs allow for potential construction of a Red Line station at 1st St, which may one day support the Red and Gold Lines, Metrolink and Amtrak.

7. Next Steps

The comments received during this scoping period are being reviewed by Metro and will be considered as part of the Project's development. All comments and Metro's responses will be included in the DEIR, which is anticipated to be released in spring 2018. Metro will continue coordinating with local stakeholders, elected office staff, and Project partners as the technical studies are prepared.



Division 20 Portal Widening and Turnback Facility

APPENDICES



Division 20 Portal Widening and Turnback Facility

Appendix A

Notice of Preparation (NOP)

Appendix A.1
NOP

Appendix A.2
Revised NOP

Appendix A.3
NOP List

Appendix A.1

NOP



Metro

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

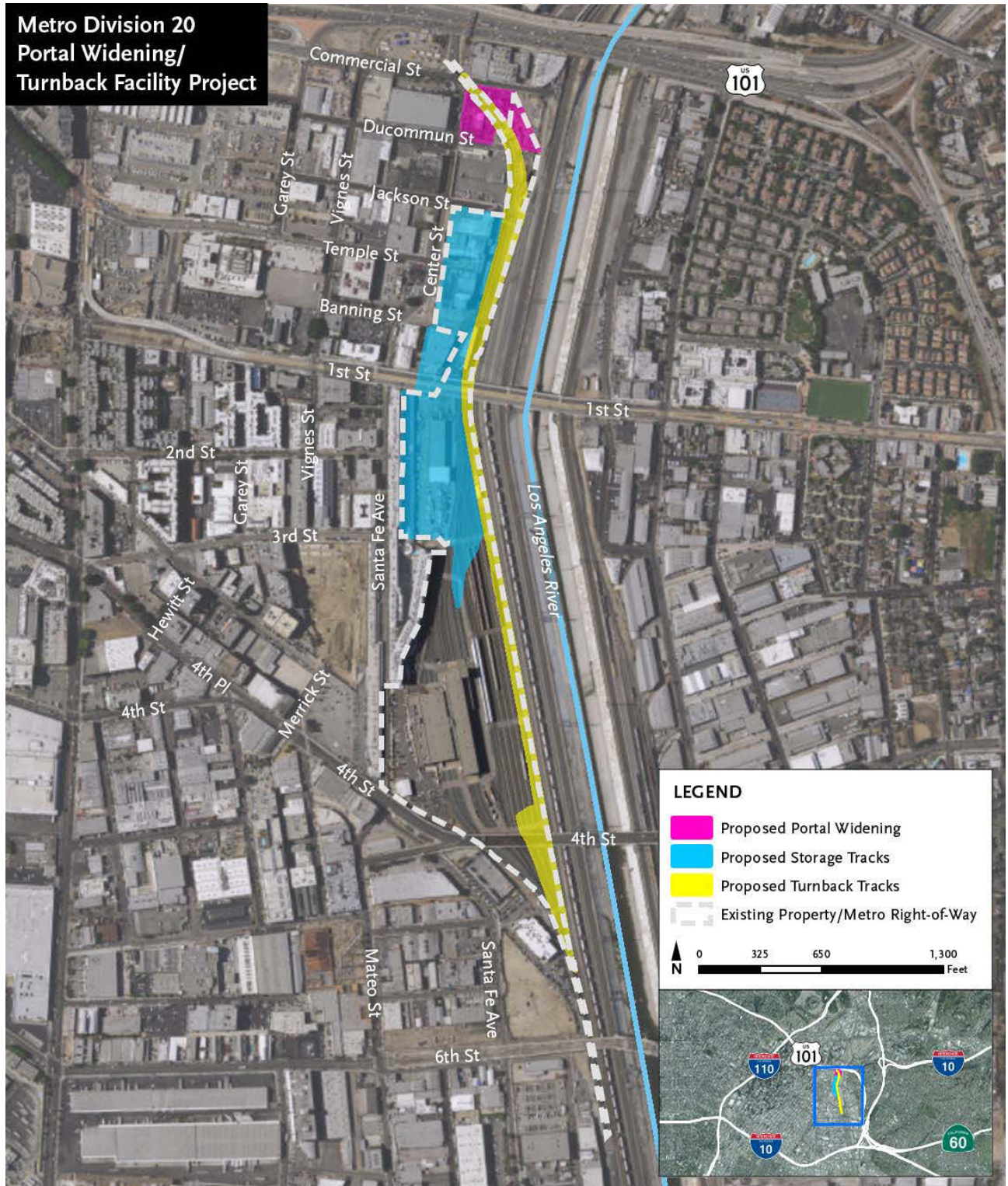
DATE: October 18, 2017
TO: Agencies, Organizations, and Interested Parties
SUBJECT: Notice of Preparation (NOP) of a Draft Environmental Impact Report
PROJECT TITLE: Division 20 Portal Widening/Turnback Facility
FROM: Los Angeles County Metropolitan Transportation Authority (Metro)

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The Division 20 Portal Widening/Turnback Facility Project (Proposed Project) would be located within and in the vicinity of the existing Division 20 Rail Yard. The Division 20 rail yard is an approximately 45-acre site that houses the Metro Red/Purple Line train storage and maintenance facilities. The existing rail yard is generally bounded by the Los Angeles River to the east, Santa Fe Avenue to the west, Ducommun Street to the north, and 6th Street Bridge to the south. The footprint of the Proposed Project, including expansion of the existing boundaries, west towards Center Street, and north towards Commercial Street are shown in Figure 1. The western boundary of the Project Site includes commercial/industrial properties along Center Street, as well as the One Santa Fe mixed-use complex south of the 1st Street Bridge. Immediately to the south of the Project Site is the Arts District which is comprised of housing, industrial uses, commercial uses, art galleries, and exhibition warehouse spaces. Land uses to the north include commercial/industrial buildings, and the Los Angeles River is located to the east beyond freight rail tracks.

PROJECT INITIATION: On March 23, 2017, an Initial Study/Mitigated Negative Declaration was adopted by the Metro Board of Directors. Since that date, the design team has been looking at various design refinements to optimize operational flexibility at the turnback facility. These refinements require additional environmental analysis in the context of an Environmental Impact Report (EIR).

Pursuant to the California Environmental Quality Act (CEQA), Metro has initiated a Draft EIR process for the Division 20 Portal Widening/Turnback Facility Project. Metro is the lead agency for the Proposed Project. The Draft EIR will be prepared in accordance with Sections 15120 through 15132 of the CEQA Guidelines. The purpose of this notice is to alert interested parties regarding preparation of the Draft EIR, invite public participation in the CEQA scoping process, and announce the public scoping meeting.

Figure 1. Project Map – Overview



NOTE: Exact location of storage tracks and turnback tracks to be determined.

Source: Terry A. Hayes Associates Inc., 2017.

PROJECT OBJECTIVES: Given the ongoing Metro Purple Line Westside Extension projects, storage constraints that inhibit fleet expansion, and the absence of a turnback facility, the goal of the Proposed Project is to accommodate the expansion and associated increased ridership of Metro's heavy rail system. The two objectives of the project are:

Objective #1: Construct core capacity improvements needed for increased service levels on Metro Red and Purple Lines.

Objective #2: Construct new tracks and switches that will allow trains to provide faster and more reliable service times at Union Station.

PROJECT DESCRIPTION: The Proposed Project would reconfigure existing tracks and access roads to accommodate a turnback facility at the Division 20 rail yard, construct new storage tracks, and widen the tunnel portal that currently connects to the Metro Red/Purple Line in order to substantially increase train movement within the yard. The existing turnback tracks would be extended towards 6th Street and reconfigured to provide faster service times at Union Station. All turnback tracks would be located within the footprint of the existing Division 20 Rail Yard. Additionally, the Proposed Project would install a new traction power substation and emergency backup power generator and modify the 1st Street Bridge to provide train access to the new storage tracks. Figure 1 identifies key components of the Proposed Project. The Proposed Project would demolish a total of approximately 306,875 square feet of existing buildings at the following addresses: 815 East Temple Street, 234 Center Street, 210 Center Street, 1001 East 1st Street, and 214 South Santa Fe Avenue. Furthermore, the Proposed Project would vacate Jackson Street, Banning Street, and Ducommun Street in their segments east of Center Street.

PROBABLE ENVIRONMENTAL EFFECTS: The purpose of the Draft EIR is to disclose the impacts of the Proposed Project on the environment. The Draft EIR will address all topics listed in Appendix G of the CEQA Guidelines, and will focus on the following topics that have been identified as key impact areas:

- Aesthetics
- Air Quality
- Cultural Resources
- Energy Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Noise and Vibration
- Tribal Cultural Resources

Project design features and mitigation measures to reduce potentially significant impacts during construction and operation will be identified in the Draft EIR.

SCOPING MEETING: Two public scoping meetings to accept comments on the scope of the Draft EIR will be held on the dates and at the locations listed below.

Wednesday, October 25, 2017
6:00 p.m. to 8:00 p.m.
Art Share L.A.
801 East 4th Place
Los Angeles, CA 90013

Wednesday, November 8, 2017
3:00 pm to 5:00 pm Japanese American
Cultural and Community Center
244 S. San Pedro Street
Los Angeles, CA 90012

The scope of the Draft EIR, including the project objectives, project area and description, and the environmental impacts to be evaluated will be presented at the public scoping meetings. All Metro meetings are held in Americans with Disability Act (ADA)-compliant facilities. Spanish and Japanese translations will be provided. ADA accommodations and other translations are available by calling (213) 922-4484 at least 72 hours in advance of the meeting.

COMMENT DUE DATE: Written comments on the scope of the Draft EIR, including the project area and description, the impacts to be evaluated, and the methodologies to be used in the evaluation, will be accepted during the comment period and should be sent to Metro on or before November 17, 2017 at the postal address or e-mail address below.

ADDRESSES: Comments will be accepted at the public scoping meeting or they may be sent to Cris B. Liban, D.Env., P.E., Executive Officer, Environmental Compliance and Sustainability, Metro, One Gateway Plaza, Mail Stop 99-16-9 or via e-mail at LibanE@metro.net. For more information, visit metro.net/capital projects or contact Michael Cortez, Community Relations Manager at cortezmic@metro.net or 213-922-4465.

Appendix A.2

Revised NOP



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

REVISED NOTICE OF PREPARATION
OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE: January 3, 2018

TO: Agencies, Organizations, and Interested Parties

SUBJECT: Revised Notice of Preparation (NOP) of a Draft
Environmental Impact Report

PROJECT TITLE: Division 20 Portal Widening/Turnback Facility
(Proposed Project)

SCH NUMBER: 2017101034

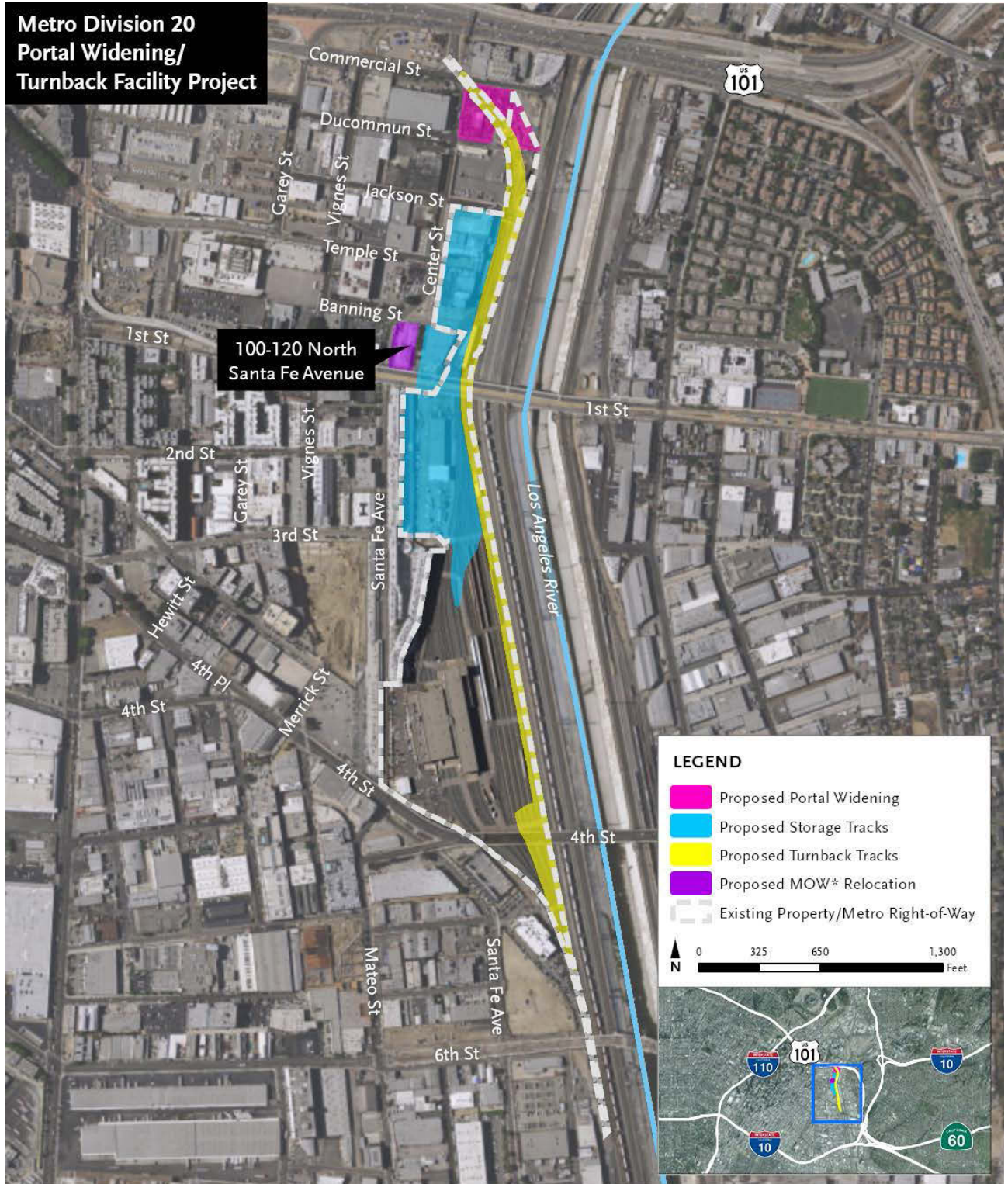
FROM: Los Angeles County Metropolitan Transportation
Authority (Metro)

PURPOSE OF THIS REVISED NOTICE OF PREPARATION: Metro issued an NOP for the Proposed Project (SCH Number 2017101034) on October 18, 2017. During the 30-day scoping period (October 18, 2017 to November 17, 2017), comments were received from agencies, organizations, and other interested parties regarding the scope of the Draft Environmental Impact Report (Draft EIR) via e-mail and postal mail, and at the scoping meetings held on October 25, 2017 and November 8, 2017. Subsequent to the end of the scoping period, the Proposed Project footprint has been expanded to include the property at 100-120 North Santa Fe Avenue. The purpose of this revised NOP is to solicit comments on the acquisition and reuse of this property as part of the Proposed Project for analysis in the Draft EIR. Comments submitted during the previous NOP scoping period have been recorded by Metro and do not need to be resubmitted. No additional scoping meetings are required or scheduled.

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The Proposed Project would be located within and in the vicinity of the existing Division 20 Rail Yard. The Division 20 Rail Yard is an approximately 45-acre site that houses the Metro Red/Purple Line train storage and maintenance facilities. The existing Rail Yard is generally bounded by the Los Angeles River to the east, Santa Fe Avenue to the west, Ducommun Street to the north, and 6th Street Bridge to the south. The footprint of the Proposed Project, including expansion of the existing boundaries, west towards Santa Fe Avenue, and north towards Commercial Street are shown in Figure 1. The western boundary of the Project Site

includes commercial/industrial properties along Santa Fe Avenue, as well as the One Santa Fe mixed-use complex south of the 1st Street Bridge. Immediately to the south of the Project Site is the Arts District which is comprised of housing, industrial uses, commercial uses, art galleries, and exhibition warehouse spaces. Land uses to the north include commercial/industrial buildings, and the Los Angeles River is located to the east beyond freight rail tracks.

Figure 1. Project Map - Overview



Source: Terry A. Hayes Associates Inc., 2017.

PROJECT INITIATION: On March 23, 2017, an Initial Study/Mitigated Negative Declaration was adopted by the Metro Board of Directors. Since that date, the design team has been looking at various design refinements to optimize operational flexibility at the turnback facility. These refinements require additional environmental analysis in the context of an Environmental Impact Report (EIR).

Pursuant to the California Environmental Quality Act (CEQA), Metro has initiated a Draft EIR process for the Division 20 Portal Widening/Turnback Facility Project. Metro is the lead agency for the Proposed Project. The Draft EIR will be prepared in accordance with Sections 15120 through 15132 of the CEQA Guidelines. The purpose of this notice is to alert interested parties regarding preparation of the Draft EIR and invite public participation in the CEQA scoping process.

PROJECT OBJECTIVES: Given the ongoing Metro Purple Line Westside Extension projects, storage constraints that inhibit fleet expansion, and the absence of a turnback facility, the goal of the Proposed Project is to accommodate the expansion and associated increased ridership of Metro's heavy rail system. The two objectives of the Proposed Project are:

Objective #1: Construct core capacity improvements needed for increased service levels on Metro Red and Purple Lines.

Objective #2: Construct new tracks and switches that will allow trains to provide faster and more reliable service times at Union Station.

PROJECT DESCRIPTION: The updated Project Description would incorporate all of the elements of the original Project Description, plus the acquisition and modification of the 100-120 North Santa Fe Avenue property.

Unchanged Project Description from the Initial NOP

The Proposed Project would reconfigure existing tracks and access roads to accommodate a turnback facility at the Division 20 Rail Yard, construct new storage tracks, and widen the tunnel portal that currently connects to the Metro Red/Purple Line in order to substantially increase train movement within the yard. The existing turnback tracks would be extended towards 6th Street and reconfigured to provide faster service times at Union Station. All turnback tracks would be located within the footprint of the

existing Division 20 Rail Yard. Additionally, the Proposed Project would install a new traction power substation and emergency backup power generator and modify the 1st Street Bridge to provide train access to the new storage tracks. Figure 1 identifies key components of the Proposed Project. The Proposed Project would demolish a total of approximately 306,875 square feet of existing buildings at the following addresses: 815 East Temple Street, 234 Center Street, 210 Center Street, 1001 East 1st Street, and 214 South Santa Fe Avenue. Furthermore, the Proposed Project would vacate Jackson Street, Banning Street, and Ducommun Street in their segments east of Center Street.

New Project Component - Acquisition of 100-120 North Santa Fe Avenue:

Metro's acquisition of the 100-120 North Santa Fe Avenue property would provide a new location for existing Maintenance of Way (MOW) functions that would be displaced by the new storage tracks. The existing building would be renovated and repurposed for use by Metro and no major demolition or construction activities are planned at this location. In addition, the majority of MOW activities would occur within the building.

PROBABLE ENVIRONMENTAL EFFECTS: The purpose of the Draft EIR is to disclose the impacts of the Proposed Project on the environment. The Draft EIR will address all topics listed in Appendix G of the CEQA Guidelines, and will focus on the following topics that have been identified as key impact areas:

- Aesthetics
- Air Quality
- Cultural Resources
- Energy Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Noise and Vibration
- Tribal Cultural Resources

Project design features and mitigation measures to reduce potentially significant impacts during construction and operation will be identified in the Draft EIR.

COMMENT DUE DATE: Written comments on the scope of the Draft EIR, including the Project Site and project description, the impacts to be evaluated, and the methodologies to be used in the

evaluation, will be accepted during the scoping period and should be sent to Metro on or before February 2, 2018 at the postal address or e-mail address below.

ADDRESSES: Comments may be sent to Cris B. Liban, D.Env., P.E., Executive Officer, Environmental Compliance and Sustainability, Metro, One Gateway Plaza, Mail Stop 99-16-9 or via e-mail at LibanE@metro.net. For more information, visit metro.net/capital projects or contact Michael Cortez, Community Relations Manager at cortezmic@metro.net or 213-922-4465.

Appendix A.3

NOP List

Los Angeles County Metropolitan Transportation Authority

Division 20 Portal Widening and Turnback Facility

Notice of Preparation (NOP) Mailing List

Organization	Contact Name	Street Address	City	State	Zip
California Air Resources Board	CEQA Compliance	9528 Telstar Avenue	El Monte	CA	91731
California Air Resources Board	Richard Corey	P.O. Box 2815	Sacramento	CA	95814
California Department of Fish and Wildlife	Charlton Bonham	1416 9th St, 12th Floor	Sacramento	CA	95814
California Department of Toxic Substances Control	Barbara Lee	P.O. Box 806	Sacramento	CA	95812
California Department of Transportation (Caltrans) District 7	Carrie Bowen	100 Main St.	Los Angeles	CA	90012
California Department of Transportation (Caltrans) Division of Environmental Analysis	Philip Stolarski	1120 N. Street	Sacramento	CA	95814
California Department of Transportation (Caltrans) Division of Transportation Planning	Chris Schmidt	P.O. Box 942874, MS 32	Sacramento	CA	94274
California Department of Transportation (Caltrans) Office of Regional Planning	Dianna Watson	100 S. Main Street, MS 16	Los Angeles	CA	90012
California Environmental Protection Agency	Connell Dunning	76 Hawthorne Street	San Francisco	CA	91405
California High Speed Rail Authority	Jeff Morales	770 L Street, Suite 620	Sacramento	CA	95814
California Native American Heritage Commission	Gayle Totton	1550 Harbor Blvd, Ste 100	West Sacramento	CA	95691
California Native American Heritage Commission	James Ramos	1550 Harbor Blvd, Ste 100	West Sacramento	CA	95691
California Public Utilities Commission	Aisley Kung	320 W. 4th St, Ste 500	Los Angeles	CA	90013
California Public Utilities Commission	Daniel Kwok	320 W. 4th St, Ste 500	Los Angeles	CA	90013
California Public Utilities Commission	Howard Huie	320 W. 4th St, Ste 500	Los Angeles	CA	90013
California Public Utilities Commission	Tom Logan	320 W. 4th St, Ste 500	Los Angeles	CA	90013
California Regional Rail Authority (SCRRA)	Art Leahy	P.O. Box 531776	Los Angeles	CA	90053
California Regional Rail Authority (SCRRA)	Tracy Berge	2704 N. Garey Ave	Pomona	CA	91767
California State Assembly, District 53	David Juarez	320 W. Fourth St, Ste 1050	Los Angeles	CA	90013
California State Assembly, District 53	Mark Gonzalez	320 W. Fourth St, Ste 1050	Los Angeles	CA	90013
California State Assembly, District 53	Miguel Santiago	320 W. Fourth St, Ste 1050	Los Angeles	CA	90013
California State Clearinghouse	CEQA Compliance	1400 Tenth Street	Sacramento	CA	95814
California State Senate, District 24	Adrian Vasquez	1808 W. Sunset Blvd.	Los Angeles	CA	90026
California State Senate, District 24	Helen Amelga	1808 W. Sunset Blvd.	Los Angeles	CA	90026
California State Senate, District 24	Kevin de León	1808 W. Sunset Blvd.	Los Angeles	CA	90026
California Water Resources Control Board	Gita Kapahi	P.O. Box 100	Sacramento	CA	95812
City of Los Angeles	Chun Leung	200 N Spring St., Rm 303 MS 370	Los Angeles	CA	90012
City of Los Angeles	Daniel Rodman	200 N. Spring St., Rm 303 MS 370	Los Angeles	CA	90012
City of Los Angeles	Eric Garcetti	200 N. Spring St., Rm 303 MS 370	Los Angeles	CA	90012
City of Los Angeles	Richard H. Llewellyn, Jr.	200 N. Main St. Suite 1500	Los Angeles	CA	90012
City of Los Angeles, Cultural Affairs	Danielle Brazell	201 N. Figueroa, Suite 1400	Los Angeles	CA	90012
City of Los Angeles, Fire Department	Ralph M. Terrazas	200 Main Street, 16th Floor	Los Angeles	CA	90012
City of Los Angeles, Office of Historic Resources	Ken Bernstein	200 N. Spring Street, Room 559	Los Angeles	CA	90012
City of Los Angeles, Police Department	Charlie Beck	100 W. 1st Street	Los Angeles	CA	90012
Federal Highway Administration (FHWA)	Hector Santiago	888 S. Figueroa St, Ste. 750	Los Angeles	CA	90017
Federal Railroad Administration (FRA)	Larry Day	3401 Centerlake Dr, Ste 480	Ontario	CA	91761

Los Angeles County Metropolitan Transportation Authority

Division 20 Portal Widening and Turnback Facility

Notice of Preparation (NOP) Mailing List

Organization	Contact Name	Street Address	City	State	Zip
Federal Transit Administration (FTA) Region 9 Office of Planning and Program Development	Leslie T. Rogers	90 7th Street, Suite 15 300	San Francisco	CA	94103
Federal Transit Administration (FTA) Los Angeles Metropolitan Office	Candice Hughes	888 S. Figueroa St, Ste 1050	Los Angeles	CA	90017
Governor's Office of Planning and Research	Ken Alex	1400 10th St. P.O. Box 3044	Sacramento	CA	95812
Historic Preservation Office, Advisory Council	John Fowler	401 F Street NW, Ste 308	Washington DC	DC	20001
Historic Preservation Office, Advisory Council	LaShavio Johnson	401 F Street NW, Ste 308	Washington DC	DC	20001
Historic Preservation Office, Advisory Council	Najah Duvall Gabriel	401 F Street NW, Ste 308	Washington DC	DC	20001
Los Angeles City Council, 14th District	Jose Huizar	2035 Colorado Blvd.	Los Angeles	CA	90041
Los Angeles City Council, 14th District	Nate Hayward	2035 Colorado Blvd.	Los Angeles	CA	90041
Los Angeles City Planning Department	Vincent P. Bertoni	200 N. Spring Street, 5th Floor CH	Los Angeles	CA	90012
Los Angeles County Flood Control District	Sree Kumar	900 S. Fremont Ave	Alhambra	CA	91803
Los Angeles County Supervisor, 1st District	Hilda Solis	856 Kenneth Hahn Hall of Administration 500 West Temple Street	Los Angeles	CA	90012
Los Angeles County Supervisor, 1st District	Javier Hernandez	856 Kenneth Hahn Hall of Administration 500 West Temple Street	Los Angeles	CA	90012
Los Angeles County Supervisor, 1st District	Waqas Rehman	856 Kenneth Hahn Hall of Administration 500 W Temple St	Los Angeles	CA	90012
Los Angeles Department of Public Works	Kevin James	200 N. Spring Street, Room 361	Los Angeles	CA	90017
Los Angeles Department of Public Works Bureau of Engineering	Gary Lee Moore	200 N. Spring Street	Los Angeles	CA	90017
Los Angeles Department of Transportation	Seleta Reynolds	100 S. Main St	Los Angeles	CA	90012
Los Angeles Regional Water Quality Control Board	Augustine Anijielo	320 West Fourth St, Ste 200	Los Angeles	CA	90013
Los Angeles Regional Water Quality Control Board	Eric Wu	320 West Fourth St, Ste 200	Los Angeles	CA	90013
Los Angeles Regional Water Quality Control Board	Samuel Unger	300 W. 4th St, Suite 200	Los Angeles	CA	90013
South Coast Air Quality Management District (SCAQMD)	Carol Gomez	21865 Copley Dr.	Diamond Bar	CA	91765
South Coast Air Quality Management District (SCAQMD)	Jillian Wong	21865 Copley Dr.	Diamond Bar	CA	91765
South Coast Air Quality Management District (SCAQMD)	Lijin Sun	21865 Copley Dr.	Diamond Bar	CA	91765
South Coast Air Quality Management District (SCAQMD)	Stan Myles	21865 Copley Dr.	Diamond Bar	CA	91765
South Coast Air Quality Management District (SCAQMD)	Steve Smith	21865 Copley Dr.	Diamond Bar	CA	91765
Southern California Association of Governments (SCAG)	Hassan Ikhata	818 W. 7th St, 12th fl	Los Angeles	CA	90017
State Office of Historic Preservation	Elizabeth Edwards Harris	1725 23rd Street, Ste 110	Sacramento	CA	95816
State Office of Historic Preservation	Kathleen Forrest	1725 23rd Street, Ste 110	Sacramento	CA	95816
U.S. Army Corps of Engineers (USACE)	Daniel Swenson	915 Wilshire Blvd.	Los Angeles	CA	90017
U.S. Army Corps of Engineers (USACE)	Stephanie Hall	915 Wilshire Blvd.	Los Angeles	CA	90017
U.S. Army Corps of Engineers (USACE)	William Leady	915 Wilshire Blvd.	Los Angeles	CA	90017
U.S. Environmental Protection Agency (EPA)	Gina McCarthy	1200 Pennsylvania Ave, NW	Washington DC	DC	20460
U.S. Fish and Wildlife Service	G. Mendel Stewart	2177 Salk Avenue, Suite 250	Carlsbad	CA	92008
United States House of Representatives, District 34	Jimmy Gomez	350 S. Bixel St, Ste 120	Los Angeles	CA	90017



Division 20 Portal Widening and Turnback Facility

Appendix B

Meeting Notice & Mailing List

Appendix A.1
Meeting Notice

Appendix A.2
Mailing List

Appendix B.1
Meeting Notice

What's It About?

¿De qué se trata? | 何についてですか?

The Metro Red and Purple Lines carry over 140,000 passengers each day with ridership anticipated to grow by 49,000 following the Purple Line extension to the Veterans Affairs West Los Angeles Medical Center. The Division 20 Portal Widening and Turnback Facility Project proposes to accommodate this growth and enhance service levels for both rail lines to better serve the community. Planned operational enhancements include: widening the heavy rail tunnel south of U.S. Highway 101, the development of a new, surface-level turnback facility in the existing Metro rail yard, and the expansion and reconfiguration of the rail storage tracks. These improvements will allow for faster trips to Union Station and improve the safety and reliability of the Metro rail system.

Las líneas Red y Purple de Metro brindan servicio a más de 140,000 pasajeros diarios. Se anticipa que el número de pasajeros aumente a 49,000 después de la extensión de la Purple Line a Centro Médico West Los Angeles de Veterans Affairs. El Proyecto de la Ampliación del Portal y la Instalación de Retorno de la División 20 propone adaptar este crecimiento y mejorar los niveles de servicio para ambas líneas ferroviarias y brindar un mejor servicio a la comunidad. Las mejoras operacionales planificadas incluyen: La ampliación del túnel ferroviario al sur de la US 101, el desarrollo de una nueva instalación de retorno al nivel de la superficie en el depósito ferroviario de Metro, y la ampliación y reconfiguración de las vías de almacenamiento ferroviario. Estas mejoras permitirán viajar más rápidamente a Union Station y mejorarán la seguridad y confiabilidad del sistema ferroviario de Metro.

Metro Red 及び Purple Lines は毎日 140,000 人の乗客を輸送しています。そして Purple Line が Veterans Affairs West Los Angeles Medical Center (ベテランズアフア西口スアンゼルスメディカルセンター) まで延長されたのちにはその乗車率に49,000人の増加が予想されます。ディビジョン20の入り口の拡張とTurnback施設のプロジェクトの提案はこの増加に対応し両方の鉄道ラインのサービスのレベルを強化しコミュニティにとってより良いサービスを提供するためのものです。計画されている操業上の強化は以下を含みます。: 鉄道線のUS Highway 101南のトンネルの拡張、既存のMetroレイルヤード内の新しい地上レベルのTurnback施設、そしてレイルストレージトラックの拡張と再構成。これらの改善はUnion station までの乗車時間を短縮しMetroレイルシステムの安全と信頼性を向上させます。

Join Us!

¡Acompáñenos! | ぜひ参加してください!

Due to significant design refinements since the Initial Study/Mitigated Negative Declaration (MND), finalized in March 2017, Metro is formally initiating public scoping meetings to conduct a full environmental analysis of the project and its potential impacts. The scoping meetings are an important step in the preparation of the Environmental Impact Report (EIR).

Metro wants your input! Please join us to learn more about the environmental process and studies, meet the Project Team, and to let us know what is important to you as the process moves forward.

Debido a los refinamientos significativos del diseño desde el Estudio Inicial/Declaración Negativa Mitigada (MND en inglés), finalizados en marzo de 2017, Metro formalmente está iniciando las reuniones de alcance público para llevar a cabo un análisis ambiental completo del proyecto y sus posibles impactos. Las reuniones de alcance público son un paso importante para la preparación del reporte Informe de Impacto Ambiental (EIR en inglés).

¡Metro quiere su opinión! Por favor, acompáñenos para aprender más sobre el proceso ambiental y los estudios, conocer al equipo del proyecto, y proporcionar su opinión a medida que avanza el proceso.

2017年3月に終了した初期の調査/緩和された否定点の表明 (MND) 以来、多大なデザインの洗練が行われたために、プロジェクトの完全な環境とその起こりうる影響についての分析を行うためにMetroは、公式に公共のスコーピングミーティングを開始します。スコーピングミーティングは環境に与える影響のレポート (EIR) の準備のために重要なステップです。

Metroはあなたの意見を欲しています。私たちと共に参加し、環境問題のプロセスと調査について学びましょう、プロジェクトチームに会ってください、そしてこのプロセスが前進するにあたりあなたにとって何が重要かをお知らせください。

Meeting Schedule

Calendario de reuniones | ミーティングのスケジュール

You are welcome to attend either or both scoping meetings and submit written comments. The agenda and presentation materials will be the same for both meetings.

Lo invitamos a asistir a una o ambas reuniones de alcance y a presentar sus comentarios por escrito. La agenda y el material de la presentación serán iguales para ambas reuniones.

1回のミーティングだけでも両方のミーティングでもぜひご参加ください。アジェンダとプレゼンテーションの書類は両方で同じものが使われます。

Wednesday, October 25, 2017, 6 – 8pm

Miércoles, 25 de octubre de 2017 | 2017年10月25日水曜日

Art Share LA

801 E 4th Pl, Los Angeles, CA 90013

> *Intérprete en español* | 日本語の通訳

FREE structure parking (after 5pm) LA County Lot (Hewitt St)

Estacionamiento GRATUITO (después de las 5pm)

午後5時以降は構内の駐車は無料です。LA カウンティロット

Wednesday, November 8, 2017, 3 – 5pm

Miércoles, 8 de noviembre de 2017 | 2017年11月8日水曜日

Japanes American Cultural Center (JACCC)

244 S San Pedro St, Los Angeles, CA 90012

> *Intérprete en español* | 日本語の通訳

Validated structure

Validación de estacionamiento: | 構内でバリデーションされます:

Joe's Parking, 350 E. 2nd St (west of San Pedro)

The formal public scoping comment period begins

Wednesday, October 18, 2017, and ends on Friday,

November 17, 2017. Written comments may be submitted

to the following by email or mail:

El periodo oficial de comentarios al público comienza el miércoles, 18 de octubre de 2017, y termina el viernes, 17 de noviembre de 2017. Los comentarios escritos pueden ser enviados por correo electrónico o correo postal:

公式の公共のスコーピングコメントの期間は2017年10月18日水曜日に開始し、2017年11月17日金曜日に終了します。書式によるコメントは下記のEメールまたは郵便にて提出できます。

✉ Cris B. Liban

Executive Officer, Program Management, Metro
One Gateway Plaza, M/S 99-16-9
Los Angeles, CA 90012

✉ libane@metro.net

Stay Connected


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If you are unable to attend in person, contact us or access project information at any of the following:


Si no puede asistir en persona, comuníquese con nosotros o acceda a la información del proyecto en cualquiera de las siguientes formas:


もし出席できない場合には以下の方法で私共にご連絡ください。:


Michael Cortez
Community Relations Manager
Metro


 213.922.4465

 cortezmic@metro.net

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 All Metro meetings are held in ADA accessible facilities and are accessible by transit. ADA accommodations and translations are available by calling 323.466.3876 or California Relay service at 711 at least 72 hours in advance.

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Metro

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Los Angeles, CA 90012

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Division 20 Portal Widening and Turnback Facility

Scoping Meetings - October 25 & November 8, 2017

Reuniones de alcance público - 25 de octubre y 8 de noviembre de 2017 | スコーピングミーティング - 2017年10月25日及び11月8日



Metro



Appendix B.2

Mailing List

OWNERNAME	OWNER2	M_CITY	M_STATE	M_ZIP	M_ZIP4	TYPE
Ms. Carrie Bowen		Los Angeles	CA	90012		0 - Master
Mr. Greg Kimura		Los Angeles	CA	90012		0 - Master
Mr. Mark Robbins		Los Angeles	CA	90012		0 - Master
Ms. Leslie Unger		Los Angeles	CA	90012		0 - Master
Ms. Seleta Reynolds		Los Angeles	CA	90012		0 - Master
Ms. Shirley Choate		Los Angeles	CA	90012		0 - Master
Ms. Dianna Watson		Los Angeles	CA	90012		0 - Master
Mr. Charlie Beck		Los Angeles	CA	90012		0 - Master
Mr. David Fleming		Los Angeles	CA	90012		0 - Master
Mr. Gilbert Ivey		Los Angeles	CA	90012		0 - Master
Ms. Tracy Hernandez		Los Angeles	CA	90012		0 - Master
Mr. Charlie Hetland		Los Angeles	CA	90017		0 - Master
Honored Representative		Los Angeles	CA	90012		0 - Master
Ms. Kristin Fukushima		Los Angeles	CA	90012		0 - Master
Store Manager		Cypress	CA	90630		0 - Master
Mr. Kevin Sladovnik		Santa Fe Springs	CA	90670		0 - Master
Mr. Jon Marshall		Benicia	CA	94510		0 - Master
Ms. Ellen Riotto		Los Angeles	CA	90015		0 - Master
Honorable Dianne Feinstein		Los Angeles	CA	90025		0 - Master
Mr. Philip Stolarski		Sacramento	CA	95814		0 - Master
Ms. Mary Jane		Thousand Oaks	CA	91360		0 - Master
Mr. David Grannis		Pasadena	CA	91101		0 - Master
Mr. Gina McCarthy		Washington DC	DC	20460		0 - Master
Mr. Mauro Bautista		Los Angeles	CA	90033		0 - Master
Mr. Wilson Liu		Los Angeles	CA	90012		0 - Master
Ms. Ann Orozco		Los Angeles	CA	90012		0 - Master
Mr. Don Scott		Los Angeles	CA	90025		0 - Master
Mr. Chris Espinosa		Los Angeles	CA	90012		0 - Master
Store Manager		Los Angeles	CA	90013		0 - Master
Store Manager		Los Angeles	CA	90013		0 - Master
Store Manager		Los Angeles	CA	90013		0 - Master
Store Manager		Los Angeles	CA	90013		0 - Master
Ms. Erin Gabrielli		Los Angeles	CA	90021		0 - Master
Store Manager		Los Angeles	CA	90013		0 - Master
Store Manager		Los Angeles	CA	90013		0 - Master
Store Manager		Los Angeles	CA	90012		0 - Master
Store Manager		Los Angeles	CA	90021		0 - Master
Mr. Daniel Kotzer		Los Angeles	CA	90013		0 - Master
Store Manager		Los Angeles	CA	90013		0 - Master
Store Manager		Los Angeles	CA	90021		0 - Master
Mr. Chase Spenst		Los Angeles	CA	90013		0 - Master
Store Manager		Los Angeles	CA	90013		0 - Master
Store Manager		Los Angeles	CA	90021		0 - Master
Store Manager		Los Angeles	CA	90021		0 - Master

Store Manager	Los Angeles	CA	90021	0 - Master
Store Manager	Los Angeles	CA	90021	0 - Master
Mr. Ken Alex	Sacramento	CA	95812	0 - Master
Mr. Lance Fritz	Omaha	NE	68179	0 - Master
	Sacramento	CA	95814	0 - Master
Mr. Charlton Bonham	Sacramento	CA	95814	0 - Master
Mr. Gayle Totton	West Sacramento	CA	95691	0 - Master
Mr. James Ramos	West Sacramento	CA	95691	0 - Master
Ms. Karina Moreno Corgan	Los Angeles	CA	90033	0 - Master
	Los Angeles	CA	90033	0 - Master
	Los Angeles	CA	90033	0 - Master
Mr. Alan Sanchez	Los Angeles	CA	90033	0 - Master
Ms. Elizabeth Edwards Harris	Sacramento	CA	95816	0 - Master
Ms. Kathleen Forrest	Sacramento	CA	95816	0 - Master
Honorable Kevin de León	Los Angeles	CA	90026	0 - Master
Ms. Helen Amelga	Los Angeles	CA	90026	0 - Master
Mr. Kris Manning	Irvine	CA	92612	0 - Master
Mr. Yuval Bar-Zemer	Los Angeles	CA	90021	0 - Master
Ms. Alexandra Leekley	Los Angeles	CA	90021	0 - Master
Ms. Laura Velkei	Los Angeles	CA	90021	0 - Master
Mr. Michael Hayes	Los Angeles	CA	90026	0 - Master
Mr. David DeRosa	Los Angeles	CA	90067	0 - Master
Mr. Paul Burge	Los Angeles	CA	90067	0 - Master
Ms. Vanann Allen	Los Angeles	CA	90067	0 - Master
Mr. Ralph M. Terrazas	Los Angeles	CA	90012	0 - Master
Fire Chief	Los Angeles	CA	90012	0 - Master
Mr. Richard Llewellyn	Los Angeles	CA	90012	0 - Master
Honorable Eric Garcetti	Los Angeles	CA	90012	0 - Master
Mr. Andrew Westall	Los Angeles	CA	90012	0 - Master
Mr. Areen Ibranossian	Los Angeles	CA	90012	0 - Master
Mr. Arturo Chavez	Los Angeles	CA	90012	0 - Master
Mr. Chad Molnar	Los Angeles	CA	90012	0 - Master
Mr. Chris Robertson	Los Angeles	CA	90012	0 - Master
Mr. Chun Leung	Los Angeles	CA	90012	0 - Master
Mr. Curtis Earnest	Los Angeles	CA	90012	0 - Master
Mr. Daniel Rodman	Los Angeles	CA	90012	0 - Master
Mr. Deron Williams	Los Angeles	CA	90012	0 - Master
Mr. Eric Moody	Los Angeles	CA	90012	0 - Master
Mr. Faisal Alserrri	Los Angeles	CA	90012	0 - Master
Mr. Gary Lee Moore	Los Angeles	CA	90012	0 - Master
Mr. Hector Vega	Los Angeles	CA	90012	0 - Master
Mr. Jim Dantona	Los Angeles	CA	90012	0 - Master
Mr. John Lee	Los Angeles	CA	90012	0 - Master
Mr. John Popoch	Los Angeles	CA	90012	0 - Master
Mr. Justin Orenstein	Los Angeles	CA	90012	0 - Master

Mr. Mariann Karish	Los Angeles	CA	90012	0 - Master
Mr. Michael Shull	Los Angeles	CA	90012	0 - Master
Mr. Paul Backstrom	Los Angeles	CA	90012	0 - Master
Mr. Paul Habib	Los Angeles	CA	90012	0 - Master
Mr. Soloman Rivera	Los Angeles	CA	90012	0 - Master
Mr. Vince Bertoni	Los Angeles	CA	90012	0 - Master
Ms. Arcelia Arce	Los Angeles	CA	90012	0 - Master
Ms. Bryce Rosauo	Los Angeles	CA	90012	0 - Master
Ms. Hannah Lee	Los Angeles	CA	90012	0 - Master
Ms. Jeanie Min	Los Angeles	CA	90012	0 - Master
Ms. Jenny Chavez	Los Angeles	CA	90012	0 - Master
Ms. Joan Pelico	Los Angeles	CA	90012	0 - Master
Ms. Joanne Kim	Los Angeles	CA	90012	0 - Master
Ms. Lisa Hansen	Los Angeles	CA	90012	0 - Master
Ms. Megan Teramoto	Los Angeles	CA	90012	0 - Master
Ms. Rebecca Valdez	Los Angeles	CA	90012	0 - Master
Ms. Sarah Dussealt	Los Angeles	CA	90012	0 - Master
Ms. Sharon Lowe	Los Angeles	CA	90012	0 - Master
Ms. Susan Wong	Los Angeles	CA	90012	0 - Master
Mr. Kevin James	Los Angeles	CA	90017	0 - Master
Honorable Jose Huizar	Los Angeles	CA	90012	0 - Master
Mr. Kevin Ocubillo	Los Angeles	CA	90012	0 - Master
Mr. Paul Habib	Los Angeles	CA	90012	0 - Master
Mr. Rick Coca	Los Angeles	CA	90012	0 - Master
Mr. Shawn Kuk	Los Angeles	CA	90012	0 - Master
Mr. Vincent P. Bertoni	Los Angeles	CA	90012	0 - Master
Mr. Ken Bernstein	Los Angeles	CA	90012	0 - Master
Ms. Ellen Endo	Los Angeles	CA	90012	0 - Master
Ms. Danielle Brazell	Los Angeles	CA	90012	0 - Master
Mr. David Reyes	Los Angeles	CA	90012	0 - Master
Mr. Nate Hayward	Los Angeles	CA	90041	0 - Master
Ms. Blair Beston	Los Angeles	CA	90013	0 - Master
Ms. Trisha Murakawa	Redondo Beach	CA	90278	0 - Master
Mr. Rocio Hernandez	Los Angeles	CA	90033	0 - Master
Mr. Rusty Hicks	Los Angeles	CA	90006	0 - Master
Mr. Jose Huerta	Los Angeles	CA	90032	0 - Master
Ms. Erika Iverson	Woodland Hills	CA	91367	0 - Master
G. Mendel Stewart	Carlsbad	CA	92008	0 - Master
Jillian Wong	Diamond Bar	CA	91765	0 - Master
Lijin Sun	Diamond Bar	CA	91765	0 - Master
Mr. Steve Smith	Diamond Bar	CA	91765	0 - Master
Ms. Carol Gomez	Diamond Bar	CA	91765	0 - Master
Stan Myles	Diamond Bar	CA	91765	0 - Master
Fr. Doan Hoang	Los Angeles	CA	90012	0 - Master
Rev. Richard Hoynes Parish	Los Angeles	CA	90012	0 - Master

Ms. Anna Marie Cruz	Los Angeles	CA	90013	0 - Master
Mr. Bill Watanabe	Los Angeles	CA	90013	0 - Master
Mr. Chris Aihara	Los Angeles	CA	90013	0 - Master
Mr. Dean Matsubayashi	Los Angeles	CA	90013	0 - Master
Mr. Ron Fong	Los Angeles	CA	90013	0 - Master
Ms. Evelyn Yoshimura	Los Angeles	CA	90013	0 - Master
Ms. Remy De la Peza	Los Angeles	CA	90013	0 - Master
Mr. Craig Ishi	Los Angeles	CA	90012	0 - Master
Ms. Kristin Fukushima	Los Angeles	CA	90012	0 - Master
Ms. Leslie Ito	Los Angeles	CA	90012	0 - Master
Ms. Marlene Lee	Los Angeles	CA	90012	0 - Master
Mr. Yasuyama Hirayama	Los Angeles	CA	90012	0 - Master
Captain Marc Reina	Los Angeles	CA	90014	0 - Master
Ms. Deborah Gayle	Los Angeles	CA	90033	0 - Master
Ms. Tracy Berge	Pomona	CA	91767	0 - Master
Mr. Chip Israel	Long Beach	CA	90806	0 - Master
Store Manager	Los Angeles	CA	90013	0 - Master
Store Manager	Los Angeles	CA	90013	0 - Master
Store Manager	Los Angeles	CA	90013	0 - Master
Store Manager	Los Angeles	CA	90013	0 - Master
Store Manager	Los Angeles	CA	90013	0 - Master
Store Manager	Los Angeles	CA	90012	0 - Master
Mr. Samuel Unger	Los Angeles	CA	90013	0 - Master
Mr. Alan Kumamoto	Los Angeles	CA	90012	0 - Master
Ms. Courtney Thomas	Los Angeles	CA	90039	0 - Master
Mr. Eric Noh	Los Angeles	CA	90012	0 - Master
Honorable Kamala Harris	Los Angeles	CA	90012	0 - Master
Mr. Michael Okamura	Los Angeles	CA	90012	0 - Master
Mr. Daniel Kwok	Los Angeles	CA	90013	0 - Master
Mr. Howard Huie	Los Angeles	CA	90013	0 - Master
Mr. Tom Logan	Los Angeles	CA	90013	0 - Master
Ms. Aisley Kung	Los Angeles	CA	90013	0 - Master
Honorable Miguel Santiago	Los Angeles	CA	90013	0 - Master
Mr. David Juarez	Los Angeles	CA	90013	0 - Master
Mr. Mark Gonzalez	Los Angeles	CA	90013	0 - Master
Mr. Augustine Anijielo	Los Angeles	CA	90013	0 - Master
Mr. Eric Wu	Los Angeles	CA	90013	0 - Master
Ms. Marylou Hernandez	Los Angeles	CA	90017	0 - Master
Ms. Theresa Martinez	Los Angeles	CA	90071	0 - Master
Mr. Jeff Ball	Los Angeles	CA	90071	0 - Master
Ms. Michelle King	Los Angeles	CA	90017	0 - Master
Mr. Larry Day	Ontario	CA	91761	0 - Master
Mr. Gary Toebben	Los Angeles	CA	90017	0 - Master
Ms. Jessica Duboff	Los Angeles	CA	90017	0 - Master
Honorable Jimmy Gomez	Los Angeles	CA	90017	0 - Master

Mr. Nir Buras	Los Angeles	CA	90071	0 - Master
Mr. Philip Stake	Los Angeles	CA	90071	0 - Master
Mr. Sam Silverman	Culver City	CA	90232	0 - Master
Ms. Lucinda Starrett	Los Angeles	CA	90071	0 - Master
Mr. Danny Aleshire	Los Angeles	CA	90071	0 - Master
Ms. Beth Gordie	Los Angeles	CA	90071	0 - Master
Executive Director	Los Angeles	CA	90010	0 - Master
Mr. Will Wright	Los Angeles	CA	90010	0 - Master
LaShavio Johnson	Washington DC	DC	20001	0 - Master
Mr. John Fowler	Washington DC	DC	20001	0 - Master
Ms. Najah Duvall-Gabriel	Washington DC	DC	20001	0 - Master
Ms. Mary Acuna	Santa Ana	CA	92704	0 - Master
Ms. Betty Lynn Senes	Irvine	CA	92606	0 - Master
Mr. Donald Loo	Los Angeles	CA	90012	0 - Master
Ms. Gabrielle Newmark	Los Angeles	CA	90013	0 - Master
Fire Chief	Los Angeles	CA	90014	0 - Master
Ms. Jean Marie Hance	Los Angeles	CA	90012	0 - Master
Mr. Jodo Shuna	Los Angeles	CA	90013	0 - Master
Mr. Mark Chang	Los Angeles	CA	90071	0 - Master
Mr. Steve Agor	Los Angeles	CA	90071	0 - Master
Ms. Celeste Altimari	Los Angeles	CA	90071	0 - Master
Ms. Hilary Norton	Los Angeles	CA	90071	0 - Master
Ms. Lynne Cooper	Los Angeles	CA	90071	0 - Master
Fire Chief	Los Angeles	CA	90012	0 - Master
Store Manager	Los Angeles	CA	90013	0 - Master
Mr. Cecilio Nunez	Los Angeles	CA	90012	0 - Master
Honorable Hilda Solis	Los Angeles	CA	90012	0 - Master
Mr. Louis E. Skelton	Los Angeles	CA	90012	0 - Master
Executive Director	Los Angeles	CA	90013	0 - Master
Mr. Godfrey Wahcira	Los Angeles	CA	90020	0 - Master
Mr. Jose Pina	Los Angeles	CA	90020	0 - Master
Rev. Peter Hata	Los Angeles	CA	90013	0 - Master
Ms. Monica Herida	Los Angeles	CA	90013	0 - Master
Mr. Gene Hale	Los Angeles	CA	90065	0 - Master
Mr. Matt Maldonado	Los Angeles	CA	90071	0 - Master
Mr. Kumar Vethanayagam	Los Angeles	CA	90071	0 - Master
Mr. Phil klinkon	Los Angeles	CA	90014	0 - Master
Ms. Amy Chang	Los Angeles	CA	90014	0 - Master
Executive Director	Los Angeles	CA	90014	0 - Master
Store Manager	Los Angeles	CA	90013	0 - Master
Mr. Jonathan Parfrey	Los Angeles	CA	90013	0 - Master
Mr. Matt Petersen	Los Angeles	CA	90013	0 - Master
Mr. Omar Brownson	Los Angeles	CA	90013	0 - Master
Store Manager	Los Angeles	CA	90013	0 - Master
Mr. Dagher Dagher	Pasadena	CA	91101	0 - Master

Store Manager	Los Angeles	CA	90013	0 - Master
Executive Director	Los Angeles	CA	90013	0 - Master
Store Manager	Los Angeles	CA	90013	0 - Master
Store Manager	Los Angeles	CA	90013	0 - Master
Store Manager	Los Angeles	CA	90013	0 - Master
Ms. Sheila Wray Given	Glendale	CA	91203	0 - Master
Ms. Rebecca Morales	Los Angeles	CA	90071	0 - Master
Captain Sean C. Parker	Los Angeles	CA	90012	0 - Master
Executive Director	Los Angeles	CA	90012	0 - Master
Mr. Reuben Tolentino	Los Angeles	CA	90071	0 - Master
Mr. Michael Kelly	Los Angeles	CA	90071	0 - Master
Ms. Tracy Kelly	Los Angeles	CA	90065	0 - Master
Mr. Lewis MacAdams	Los Angeles	CA	90065	0 - Master
Ms. Karin Flores	Los Angeles	CA	90065	0 - Master
Store Manager	Los Angeles	CA	90013	0 - Master
Store Manager	Los Angeles	CA	90013	0 - Master
Store Manager	Los Angeles	CA	90013	0 - Master
Store Manager	Los Angeles	CA	90013	0 - Master
Store Manager	Los Angeles	CA	90013	0 - Master
Store Manager	Los Angeles	CA	90013	0 - Master
Mr. Chester Britt	Chino Hills	CA	91709	0 - Master
Mr. Jason Jackson	Chino Hills	CA	91709	0 - Master
Ms. Maria Herrera	Chino Hills	CA	91709	0 - Master
Ms. Stacey Falcioni	Chino Hills	CA	91709	0 - Master
Store Manager	Los Angeles	CA	90013	0 - Master
Store Manager	Los Angeles	CA	90013	0 - Master
Store Manager	Los Angeles	CA	90013	0 - Master
Mr. Gabe Kramer	Los Angeles	CA	90036	0 - Master
Mr. Jim Hamlin	Los Angeles	CA	90017	0 - Master
Mr. Brian Khouzakoun	San Francisco	CA	94108	0 - Master
Mr. Michael Murillo	San Francisco	CA	94108	0 - Master
Ms. Namatra Cariapa	Los Angeles	CA	90071	0 - Master
Ms. Wendy Butts	Los Angeles	CA	90015	0 - Master
Mr. Dustan Batton	Commerce	CA	90040	0 - Master
Ms. Tracy Rafter	Commerce	CA	90040	0 - Master
Mr. Sauli Danpour	Los Angeles	CA	90017	0 - Master
Mr. John Howland	Los Angeles	CA	90017	0 - Master
Ms. Shawn Bratton	Los Angeles	CA	90017	0 - Master
Mr. Shane Phillips	Los Angeles	CA	90017	0 - Master
Ms. Jessica Lall	Los Angeles	CA	90017	0 - Master
Ms. Marie Rumsey	Los Angeles	CA	90017	0 - Master
Honorable Dilip Bhavnani	Los Angeles	CA	90021	0 - Master
Honorable Matt Klein	Los Angeles	CA	90021	0 - Master
Mr. Miguel Vargas	Los Angeles	CA	90021	0 - Master
Mr. Tony Bravo	Los Angeles	CA	90021	0 - Master
Mr. Andrew Brady	Los Angeles	CA	90071	0 - Master

Mr. Ryan Leaderman	Los Angeles	CA	90071	0 - Master
Ms. Catherine Norian	Los Angeles	CA	90071	0 - Master
Mr. Bryan Moller	Los Angeles	CA	90014	0 - Master
Mr. Eric Bruins	Los Angeles	CA	90014	0 - Master
Mr. Erik Jansen	Los Angeles	CA	90014	0 - Master
Ms. Lyndsey Nolan	Los Angeles	CA	90014	0 - Master
Mr. Denny Zane	Los Angeles	CA	90014	0 - Master
Ms. Kerry Morrison	Hollywood	CA	90028	0 - Master
Mr. Andrew Royston	Los Angeles	CA	90017	0 - Master
Executive Director	Los Angeles	CA	90012	0 - Master
Mr. Art Leahy	Los Angeles	CA	90017	0 - Master
Mr. Kim Yu	Los Angeles	CA	90017	0 - Master
Mr. Roderick Diaz	Los Angeles	CA	90017	0 - Master
Ms. Sherita Coffelt	Los Angeles	CA	90017	0 - Master
Mr. Russell C. Roney	Los Angeles	CA	90017	0 - Master
Ms. Martha Cox-Nitikman	Los Angeles	CA	90017	0 - Master
Mr. Michael Komai	Los Angeles	CA	90013	0 - Master
Mr. Yoko Otsuki	Los Angeles	CA	90013	0 - Master
Mr. Joel Trejo	Los Angeles	CA	90017	0 - Master
Ms. Estela Lopez	Los Angeles	CA	90021	0 - Master
Executive Director	Los Angeles	CA	90012	0 - Master
Ms. Deysi Blanco	Los Angeles	CA	90041	0 - Master
Connell Dunning	San Francisco	CA	91405	0 - Master
Mr. Roy Jasso	Los Angeles	CA	90012	0 - Master
Ms. Danee Prasert	Los Angeles	CA	90012	0 - Master
Mr. Chester Chong	Los Angeles	CA	90012	0 - Master
Mr. Jeff Morales	Sacramento	CA	95814	0 - Master
Mr. Frank Mastroly	Huntington Beach	CA	92648	0 - Master
Mr. Shawn Gehle	San Diego	CA	92101	0 - Master
Ms. Tam Tran	San Diego	CA	92101	0 - Master
Ms. Veronica Hahni	Los Angeles	CA	90017	0 - Master
Ms. Tara Thomas	Los Angeles	CA	90012	0 - Master
	Los Angeles	CA	90013	0 - Master
Mr. John Jason	Los Angeles	CA	90013	0 - Master
Ms. Cheyanne Sauter	Los Angeles	CA	90013	0 - Master
Store Manager	Los Angeles	CA	90012	0 - Master
Mr. Abhimanyu Rastogi	Los Angeles	CA	90017	0 - Master
Executive Director	Los Angeles	CA	90013	0 - Master
Mr. Vance Ikkanda	Los Angeles	CA	90012	0 - Master
Senior Pastor	Los Angeles	CA	90012	0 - Master
Hassan Ikhrata	Los Angeles	CA	90017	0 - Master
Mr. Wendell Mortimer	Los Angeles	CA	90041	0 - Master
Store Manager	Los Angeles	CA	90012	0 - Master
Ms. Sharon Tye	Buena Park	CA	90621	0 - Master
Mr. Javier Hernandez	Los Angeles	CA	90012	0 - Master

Mr. Waqas Rehman	Los Angeles	CA	90012	0 - Master
Ms. Maria Cabildo	Los Angeles	CA	90012	0 - Master
Ms. Teresa Villegas	Los Angeles	CA	90012	0 - Master
Ms. Candice Hughes	Los Angeles	CA	90017	0 - Master
Mr. Hector Santiago	Los Angeles	CA	90017	0 - Master
Mr. Chris Cooper	Irvine	CA	92618	0 - Master
Ms. Leslie T. Rogers	San Francisco	CA	94103	0 - Master
Mr. Eric Stultz	Los Angeles	CA	90013	0 - Master
Mr. Bill Swindle	Los Angeles	CA	91803	0 - Master
Sree Kumar	Alhambra	CA	91803	0 - Master
Executive Director	Los Angeles	CA	90012	0 - Master
Mr. David Houston	Los Angeles	CA	90012	0 - Master
Mr. Daniel Swenson	Los Angeles	CA	90017	0 - Master
Mr. Stephanie Hall	Los Angeles	CA	90017	0 - Master
Mr. William Leady	Los Angeles	CA	90017	0 - Master
Ms. Hanna Kim	Los Angeles	CA	90017	0 - Master
Mr. Mike Okamoto	Los Angeles	CA	91803	0 - Master
Mr. Michael Burke	Los Angeles	CA	90013	0 - Master
Ms. Melissa Richardson Banks	Los Angeles	CA	90013	0 - Master
Ms. David Stahl	Los Angeles	CA	90012	0 - Master
Executive Director	Los Angeles	CA	90012	0 - Master
Executive Director	Los Angeles	CA	90012	0 - Master
Ms. Jean Chan	Los Angeles	CA	90012	0 - Master
Ms. Mee Semcken	Los Angeles	CA	90012	0 - Master
Rev. Richard Chuman	Los Angeles	CA	90012	0 - Master
CEQA Compliance	El Monte	CA	91731	0 - Master
Mr. Hernan Diaz Alonso	Los Angeles	CA	90013	0 - Master
Mr. Andrew Werner	Los Angeles	CA	90013	0 - Master
Mr. Eric Moss	Los Angeles	CA	90013	0 - Master
Mr. John Enright	Los Angeles	CA	90013	0 - Master
Mr. Paul Holliday	Los Angeles	CA	90013	0 - Master
Ms. Cindy Jollotta	Los Angeles	CA	90013	0 - Master
Ms. Nicole Fisher	Los Angeles	CA	90013	0 - Master
Executive Director	Los Angeles	CA	90013	0 - Master
Mr. Wai-Sing Ming	Los Angeles	CA	90012	0 - Master
Ms. Sissy Trinh	Los Angeles	CA	90012	0 - Master
Store Manager	Los Angeles	CA	90013	0 - Master
Mr. Brian Lam	Los Angeles	CA	90012	0 - Master
Ms. Danielle Valentino	Los Angeles	CA	90012	0 - Master
Ms. Letitia Ivins	Los Angeles	CA	90012	0 - Master
Chan	Los Angeles	CA	90012	0 - Master
Geyner Paz	Los Angeles	CA	90012	0 - Master
Mr. Anthony Zamora	Los Angeles	CA	90012	0 - Master
Mr. Cris Liban	Los Angeles	CA	90012	0 - Master
Mr. Dave Sotero	Los Angeles	CA	90012	0 - Master

Mr. David Mieger		Los Angeles	CA	90012	0 - Master
Mr. Matthew Marquez		Los Angeles	CA	90012	0 - Master
Mr. Michael Cortez		Los Angeles	CA	90012	0 - Master
Mr. Ned Racine		Los Angeles	CA	90012	0 - Master
Mr. Richard Lozano		Los Angeles	CA	90012	0 - Master
Mr. Rick Meade		Los Angeles	CA	90012	0 - Master
Mr. Roger Martin		Los Angeles	CA	90012	0 - Master
Mr. Ronald Stamm		Los Angeles	CA	90012	0 - Master
Mr. Steve Hymon		Los Angeles	CA	90012	0 - Master
Mr. Steven Brye		Los Angeles	CA	90012	0 - Master
Ms. Andrina Dominguez		Los Angeles	CA	90012	0 - Master
Ms. Anna Chen		Los Angeles	CA	90012	0 - Master
Ms. Christina Harrington		Los Angeles	CA	90012	0 - Master
Ms. Dilara Rodriguez		Los Angeles	CA	90012	0 - Master
Ms. Ebelin Castillo		Los Angeles	CA	90012	0 - Master
Ms. Ginny Brideau		Los Angeles	CA	90012	0 - Master
Ms. Isabel Sanchez Dunn		Los Angeles	CA	90012	0 - Master
Ms. Jeanmarie Hance		Los Angeles	CA	90012	0 - Master
Ms. Jody Litvak		Los Angeles	CA	90012	0 - Master
Ms. June Susilo		Los Angeles	CA	90012	0 - Master
Ms. Kasey Shuda		Los Angeles	CA	90012	0 - Master
Ms. Maressa Sah		Los Angeles	CA	90012	0 - Master
Ms. Olga Arroyo		Los Angeles	CA	90012	0 - Master
Ms. Patty Soto		Los Angeles	CA	90012	0 - Master
Ms. Paula Carvajal		Los Angeles	CA	90012	0 - Master
Simpson		Los Angeles	CA	90012	0 - Master
Gita Kapahi		Sacramento	CA	95812	0 - Master
Mr. Paul Dyson		Sacramento	CA	95814	0 - Master
Mr. Richard Corey		Sacramento	CA	95814	0 - Master
Mr. Scott Morgan		Sacramento	CA	95812	0 - Master
Ms. Patricia Wagner		San Dimas	CA	91773	0 - Master
Mr. Tom Savio		Los Angeles	CA	90041	0 - Master
Mr. Art Leahy		Los Angeles	CA	90053	0 - Master
Executive Director		Los Angeles	CA	90054	0 - Master
Ms. Barbara Lee		Sacramento	CA	95812	0 - Master
Mr. Todd Gaydowski		Los Angeles	CA	90086	0 - Master
Store Manager		Los Angeles	CA	90013	0 - Master
Ms. Chris Schmidt		Sacramento	CA	94274	0 - Master
AERC LEGENDARY JV LLC	OR CURRENT OCCUPANT	RICHMOND HEIGHTS	OH	44143	1 - Property Owner
L A CO METROPOLITAN TRANSPORTATION AUTHORITY	C/O DEPUTY EXECUTIVE OFFICER	LOS ANGELES	CA	90012	1 - Property Owner
L A C M T A	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHO	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
FUN CHENG & NANCY M LIN	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
STATE OF CA	C/O DEPT OF TRANSPORTATION	LOS ANGELES	CA	90012	1 - Property Owner
PBR REALTY LLC	OR CURRENT OCCUPANT	MILL VALLEY	CA	94941	1 - Property Owner

KELLER STREET DEVELOPMENT CO	OR CURRENT OCCUPANT	MILL VALLEY	CA	94941	1 - Property Owner
CP V 520 MATEO LLC	C/O CARMEL PARTNERS	SAN FRANCISCO	CA	94111	1 - Property Owner
THIRD ART HOLDINGS LLC	OR CURRENT OCCUPANT	LOS ANGELES	CA	90048	1 - Property Owner
PJ AND B INC	OR CURRENT OCCUPANT	LOS ANGELES	CA	90064	1 - Property Owner
SUZANNE P & ADAM LACROIX	OR CURRENT OCCUPANT	LOS ANGELES	CA	90042	1 - Property Owner
GERALD KAMITAKI	OR CURRENT OCCUPANT	NEW YORK	NY	10012	1 - Property Owner
STELLA M ISHII	OR CURRENT OCCUPANT	NEW YORK	NY	10012	1 - Property Owner
L A CITY	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
L A CITY	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
L A CITY	ASSET MANAGEMENT DIVISION	LOS ANGELES	CA	90012	1 - Property Owner
TIFFANY M KUO	OR CURRENT OCCUPANT	CLAREMONT	CA	91711	1 - Property Owner
MARILYNN FISCHER	OR CURRENT OCCUPANT	NORTH HOLLYWOOD	CA	91604	1 - Property Owner
L A CITY	C/O BUREAU OF ENGINEERING	LOS ANGELES	CA	90015	1 - Property Owner
HUDSON 1003 4TH PLACE LLC	C/O RICHARD HANNA	LOS ANGELES	CA	90025	1 - Property Owner
HUDSON 405 MATEO LLC	C/O HUDSON PACIFIC PROP INC	LOS ANGELES	CA	90025	1 - Property Owner
905 EAST SECOND SPE LLC	C/O LOWE ENT REAL ESTATE GROUP	LOS ANGELES	CA	90049	1 - Property Owner
MICHAEL CHANG	OR CURRENT OCCUPANT	LOS ANGELES	CA	90066	1 - Property Owner
CORINTA LLC	OR CURRENT OCCUPANT	NEWTON CENTER	MA	2459	1 - Property Owner
CALZAM PROPERTIES LLC	C/O HECTOR ZAMORA	LOS ANGELES	CA	90033	1 - Property Owner
KARECO INC	OR CURRENT OCCUPANT	GLENDALE	CA	91207	1 - Property Owner
NATASHA T & JAIME OLMOS	OR CURRENT OCCUPANT	SANTA MONICA	CA	90405	1 - Property Owner
SHAHRAM & FARAHNAZ RAZI	OR CURRENT OCCUPANT	LOS ANGELES	CA	90048	1 - Property Owner
CARLOS SERRAO	C/O T JACOBY FINANCIAL MGMT INC	LOS ANGELES	CA	90025	1 - Property Owner
RAJEEV PARMAR	OR CURRENT OCCUPANT	SAN FRANCISCO	CA	94103	1 - Property Owner
RICARDO MORENO	OR CURRENT OCCUPANT	SANTA MONICA	CA	90401	1 - Property Owner
MASAYUKI & TAKA OHASHI	OR CURRENT OCCUPANT	SAN MARINO	CA	91108	1 - Property Owner
JOHN MCINTOSH	OR CURRENT OCCUPANT	SAN FRANCISCO	CA	94127	1 - Property Owner
FOND LAND PRESERVATION FOUNDATION	OR CURRENT OCCUPANT	STUDIO CITY	CA	91604	1 - Property Owner
LUIS L & SHERRY S YEN	OR CURRENT OCCUPANT	CHINO HILLS	CA	91709	1 - Property Owner
PART ROSIN PROPERTIES LLC	C/O BRADLEY E PART	PLAYA VISTA	CA	90094	1 - Property Owner
TIMES CONSOLIDATION LLC	OR CURRENT OCCUPANT	LOS ANGELES	CA	90033	1 - Property Owner
JOE & MAE AKITA	OR CURRENT OCCUPANT	NORTH HOLLYWOOD	CA	91605	1 - Property Owner
UNALL ENTERPRISE INC	OR CURRENT OCCUPANT	SHERMAN OAKS	CA	91423	1 - Property Owner
HARLEY CROSS	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
1334 PARTNERS LP	OR CURRENT OCCUPANT	MANHATTAN BEACH	CA	90266	1 - Property Owner
WILLOW STUDIOS WEST LLC	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
PASTORAL PROYECTO	OR CURRENT OCCUPANT	LOS ANGELES	CA	90033	1 - Property Owner
HENRY H HSI	OR CURRENT OCCUPANT	MARINA DEL REY	CA	90292	1 - Property Owner
LIBIA J MELENDEZ	OR CURRENT OCCUPANT	MONTEBELLO	CA	90640	1 - Property Owner
GUILLERMO & MARIA ALMANZA	OR CURRENT OCCUPANT	LA PUENTE	CA	91746	1 - Property Owner
CORNER HOUSE LLC	C/O PEYMAN TOFER	LOS ANGELES	CA	90024	1 - Property Owner
BRAD C ZOELLICK	OR CURRENT OCCUPANT	LOS ANGELES	CA	90021	1 - Property Owner
BELLA PROPERTIES AD LLC	OR CURRENT OCCUPANT	WHITTIER	CA	90601	1 - Property Owner
3 STEEL LLC	C/O JAY MANGEL	SHERMAN OAKS	CA	91403	1 - Property Owner
ROCK HILL HOLDINGS LLC	C/O LEGEND REAL ESTATE MNGMT INC	LOS ANGELES	CA	90015	1 - Property Owner

SSE REAL ESTATE GROUP LLC	OR CURRENT OCCUPANT	LOS ANGELES	CA	90049	1 - Property Owner
RICHARD J CHYLINSKI	OR CURRENT OCCUPANT	WEST COVINA	CA	91791	1 - Property Owner
TIMOTHY SMITH	OR CURRENT OCCUPANT	ENCINO	CA	91436	1 - Property Owner
DIIG LLC	C/O ALAN AND SOPHIE ALPERT	ENCINO	CA	91436	1 - Property Owner
CHERRY LAND COMPANY NEW LLC	OR CURRENT OCCUPANT	LOS ANGELES	CA	90026	1 - Property Owner
DAST LLC	MICHAEL HACKMAN, ESQ	ENCINO	CA	91436	1 - Property Owner
JAMES & KAREN MANGIAMELE	OR CURRENT OCCUPANT	LOS ANGELES	CA	90028	1 - Property Owner
JEREMIAH B AXELROD	OR CURRENT OCCUPANT	RIVERSIDE	CA	92506	1 - Property Owner
STEVEN YU	OR CURRENT OCCUPANT	ROWLAND HEIGHTS	CA	91748	1 - Property Owner
JEANNE R HOPPER	OR CURRENT OCCUPANT	ENCINITAS	CA	92024	1 - Property Owner
DUESENBERG INVESTMENT COMPANY	OR CURRENT OCCUPANT	LOS ANGELES	CA	90067	1 - Property Owner
DUESENBERG INVESTMENT COMPANY	WILLIAM S ANDERSON,ESQ	LOS ANGELES	CA	90067	1 - Property Owner
LA CIENEGA COURT LLC	C/O DARIUSH POURRAHMANI	LOS ANGELES	CA	90021	1 - Property Owner
BRIAN A SASSI	OR CURRENT OCCUPANT	ALTADENA	CA	91001	1 - Property Owner
L A CITY	C/O CITY HALL EAST	LOS ANGELES	CA	90012	1 - Property Owner
ARTS DISTRICT LLC	OR CURRENT OCCUPANT	WOODLAND HILLS	CA	91364	1 - Property Owner
DENISE E WALKER	OR CURRENT OCCUPANT	WEST COVINA	CA	91791	1 - Property Owner
CAROUSEL PROPERTIES INC	OR CURRENT OCCUPANT	COVINA	CA	91723	1 - Property Owner
LISA FERGUSON	OR CURRENT OCCUPANT	WOODLAND HILLS	CA	91367	1 - Property Owner
LACMTA	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
RODERICK B & FIONA DIAZ	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
LLOYD P & PAMELA ANDERSON	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
NELSON E GIBBS	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
JEFFREY R BOLAND	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
MARC ROUSSEL	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
SERGIE B LOOBKOFF	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
MICHAEL BREWER	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
ANN H WALLACE	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
ADAM LEIPZIG	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
HOWARD H STOVER	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
JEFFREY S KIM	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
MICHAEL D & NANCY C MOOSLIN	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
TIMOTHY B KEATING	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
MATTHEW D RUTHERFORD	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
RINAT GREENBERG	OR CURRENT OCCUPANT	LOS ANGELES	CA	90068	1 - Property Owner
SCOTT W CAMPBELL	OR CURRENT OCCUPANT	SAN FRANCISCO	CA	94114	1 - Property Owner
ARTHUR NELSON	OR CURRENT OCCUPANT	LOS ANGELES	CA	90068	1 - Property Owner
MARY & NICKIE RANTES	OR CURRENT OCCUPANT	LOS ANGELES	CA	90057	1 - Property Owner
EUGENE & SANG HWANG	OR CURRENT OCCUPANT	COMMERCE	CA	90040	1 - Property Owner
ROBERT L & DENISE E WALKER	OR CURRENT OCCUPANT	LOS ANGELES	CA	90033	1 - Property Owner
ROGELIO A MATA	OR CURRENT OCCUPANT	LOS ANGELES	CA	90027	1 - Property Owner
DOUGLAS TAUSIK	OR CURRENT OCCUPANT	LOS ANGELES	CA	90027	1 - Property Owner
SHIRIN NOORAVI	OR CURRENT OCCUPANT	CALABASAS	CA	91302	1 - Property Owner
BNSF RAILWAY COMPANY E 804-19-2K PAR 36	SBE 804-19-2K PAR 36	FORT WORTH	TX	76131	1 - Property Owner
VM STEEL LLC	OR CURRENT OCCUPANT	LOS ANGELES	CA	90033	1 - Property Owner

1442 EAST 6TH STREET LLC	OR CURRENT OCCUPANT	BEVERLY HILLS	CA	90212	1 - Property Owner
BOYD CARGILL	OR CURRENT OCCUPANT	PERRIS	CA	92571	1 - Property Owner
DON FLEISCHMAN	OR CURRENT OCCUPANT	PASADENA	CA	91107	1 - Property Owner
ROGER S & MARILYN S WOLK	OR CURRENT OCCUPANT	MALIBU	CA	90265	1 - Property Owner
953 ASSOCIATES LLC	C/O MARK A ROTHENBERG	GLENDALE	CA	91206	1 - Property Owner
JOHN FRIEDMAN	OR CURRENT OCCUPANT	LOS ANGELES	CA	90039	1 - Property Owner
YOONS FAMILY LIMITED PARTNERSHIP	OR CURRENT OCCUPANT	VERNON	CA	90058	1 - Property Owner
BUTTERFIELD TRAILS LP	OR CURRENT OCCUPANT	SAN DIEGO	CA	92106	1 - Property Owner
URBAN FORESIGHT V LLC	C/O CAPITAL FORESIGHT LP	LOS ANGELES	CA	90077	1 - Property Owner
WALTER F WILLIG	OR CURRENT OCCUPANT	BURLINGAME	CA	94010	1 - Property Owner
SUSAN E MOODY	OR CURRENT OCCUPANT	ARCADIA	CA	91006	1 - Property Owner
LOS ANGELES MISSION INC	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
CARLEY DEVLIN	OR CURRENT OCCUPANT	TOPANGA	CA	90290	1 - Property Owner
DIANE HALL	C/O AILEEM COMORA	BEVERLY HILLS	CA	90211	1 - Property Owner
P & L TAHERPOUR	OR CURRENT OCCUPANT	SHERMAN OAKS	CA	91423	1 - Property Owner
VIGNES ARTS BUILDING LLC	C/O VANESSA M ZARATE	LOS ANGELES	CA	90023	1 - Property Owner
3 STEEL LLC	C/O VERA CAMPBELL	LOS ANGELES	CA	90033	1 - Property Owner
ARCHDIOCESE OF L A EDUC AND WELFARE CORP	OR CURRENT OCCUPANT	LOS ANGELES	CA	90010	1 - Property Owner
NEWBERRY DTLA LLC	C/O SOHRAB SASSOUNIAN	BEVERLY HILLS	CA	90210	1 - Property Owner
KWANG E & JAE C YI	OR CURRENT OCCUPANT	BURBANK	CA	91504	1 - Property Owner
ART DISTRICT E4 LLC	OR CURRENT OCCUPANT	NEW YORK	NY	10118	1 - Property Owner
L A UNIFIED SCHOOL DIST	OR CURRENT OCCUPANT	LOS ANGELES	CA	90071	1 - Property Owner
L A CITY	OR CURRENT OCCUPANT	LOS ANGELES	CA	90033	1 - Property Owner
STEWART K YABUTANI	OR CURRENT OCCUPANT	SAN PEDRO	CA	90731	1 - Property Owner
NVN PROPERTIES LLC	OR CURRENT OCCUPANT	ENCINO	CA	91436	1 - Property Owner
JAMES H MCMATH	OR CURRENT OCCUPANT	CARMEL	NY	10512	1 - Property Owner
L A CITY	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
WINCA ENTERPRISES INC	OR CURRENT OCCUPANT	SAN GABRIEL	CA	91776	1 - Property Owner
DUESENBERG INVESTMENT CO	JOHN ANDERSON	LOS ANGELES	CA	90033	1 - Property Owner
UPPER CRUST ENTERPRISE INC	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
DAVID CERWONKA	OR CURRENT OCCUPANT	LOS ANGELES	CA	90029	1 - Property Owner
L A CO METROPOLITAN ANSPORTATION AUTHORITY	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
500 SOUTH MATEO STREET LLC	C/O FARHAD ESMALZADEH	ENCINO	CA	91436	1 - Property Owner
NANCY A & CLAUDE E KENT	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
GINA AMOROSO	OR CURRENT OCCUPANT	SONOMA	CA	95476	1 - Property Owner
805 TRACTION LLC	OR CURRENT OCCUPANT	ALTADENA	CA	91001	1 - Property Owner
GLORIA J JORDAN	OR CURRENT OCCUPANT	FALLBROOK	CA	92028	1 - Property Owner
EDWARD & CHARLOTTE REEDY	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
JOSHUA SIEGEL	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
CHARLES KIM	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
JENNIFER N LEVINE	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
ROBERT & RAQUEL DEPIANO	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
HERNAN J ALONSO	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
HENRY VERSENDAAL	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
MARK L PRICEMAN	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner

ANDY WONG	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
TIMOTHY SMITH	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
ROBERT MASON	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
ERICA A BERGER	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
DENTON C BIETY	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
MICHAEL A BAUM	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
AMY L HACKNEY	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
MICHAEL C MARKS	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
GORDON WANGERSHEIM	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
STANLEY ROSEN	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
JIRAWAT JEAMVIGITE	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
PHILIP I CHIANG	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
ROBIN PETERING	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
NATHAN B KOACH	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
JENNY L JUE	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
OWEN VILLA	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
PORNCHAI MITTONGTARE	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
LAUREN CRANIOTES	C/O SONY PICTURES	LOS ANGELES	CA	90013	1 - Property Owner
MARK H HELF	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
ARTS DISTRICT CROSSING OWNER LLC	OR CURRENT OCCUPANT	NEW YORK	NY	10017	1 - Property Owner
JOSEPH & GAIL ZARITSKY	OR CURRENT OCCUPANT	LOS ANGELES	CA	90027	1 - Property Owner
GJ TEMPLE CENTER LLC	C/O SANG BIN KIM	LA CANADA FLINTRIDGE	CA	91011	1 - Property Owner
TOMOKAZU & KIMIKO YOSHIMURA	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
JOHN K CHO	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
ADA CHAN	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
STEPHEN J TERRY	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
MISHA K GRAVENOR	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
ANN C JANES	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
FAUSTO A & BELLA M LOPEZ	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
GEOFFREY S DOWNS	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
CHRISTOPHER NICHOLS	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
WILLIAM E DOYLE	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
DARYL CHOU	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
CHRISTOPHER V NELSON	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
KYUNG W CHOI	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
MARMAN CORDOVA	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
CARLOS SERRAO	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
TODD M HORNER	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
530 MOLINO 204 LLC	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
CHRISTOPHER JONES	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
ADAM NORMANDIN	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
KENDRA V VLIET	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
WILLIAM R SHILLAND	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
MICAH B HEIMLICH	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
CHRISTIAN & ADRIANN COCKER	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner

PENNY R RAILE	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
IAN BLACKBURN	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
JEFFREY D LUKSCH	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
AMANDA D CLUNE	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
LAUREN R CRANIOTES	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
LACMTA	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
AILEEN LLC	C/O SUTTON PLACE LTD	RENO	NV	89511	1 - Property Owner
HOBART & KYUNGJOO EPSTEIN	OR CURRENT OCCUPANT	LA CANADA FLINTRIDGE	CA	91011	1 - Property Owner
MUTUAL INVESTMENTS LLC	OR CURRENT OCCUPANT	LOS ANGELES	CA	90004	1 - Property Owner
KAPLAN MARVIN AND MOORE LLC	OR CURRENT OCCUPANT	LOS ANGELES	CA	90071	1 - Property Owner
LINH N NGUYEN TRUC	OR CURRENT OCCUPANT	LOS ANGELES	CA	90004	1 - Property Owner
CAMILLES INC ATTN ACCTS PAYABLE	OR CURRENT OCCUPANT	LOS ANGELES	CA	90036	1 - Property Owner
940 E2S LLC	OR CURRENT OCCUPANT	OAKLAND	CA	94618	1 - Property Owner
NANCY A PRIESTER PAGE	OR CURRENT OCCUPANT	CAVE CREEK	AZ	85331	1 - Property Owner
WALLACE HUANG	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
GREGORY HEET	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
582 MATEO LLC	C/O EVAN KAIZER	LOS ANGELES	CA	90048	1 - Property Owner
WOO PROPERTIES	OR CURRENT OCCUPANT	LOS ANGELES	CA	90014	1 - Property Owner
GRETCHEN & JAMES GORMAN	OR CURRENT OCCUPANT	NEWPORT BEACH	CA	92663	1 - Property Owner
SOVRAN ACQUISITION LP	C/O TAMMY GARDNER	WILLIAMSVILLE	NY	14221	1 - Property Owner
RALPH IVERSON	OR CURRENT OCCUPANT	ARLINGTON	MA	2474	1 - Property Owner
FRANK & BECKY GALLO	OR CURRENT OCCUPANT	LOS ANGELES	CA	90021	1 - Property Owner
STORAGE PUBLIC	OR CURRENT OCCUPANT	GLENDALE	CA	91201	1 - Property Owner
CAROLINA PINES LLC	C/O BARBARA A BLAKE	PASADENA	CA	91106	1 - Property Owner
FUKUI MORTUARY INC	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
HIROSHIMA KENJINKAI OF SOUTHERN CALIFORNIA	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
GREENBERG MICHAEL CO TR	OR CURRENT OCCUPANT	BEVERLY HILLS	CA	90210	1 - Property Owner
TRACTION HOLDINGS DTLA LLC	OR CURRENT OCCUPANT	LOS ANGELES	CA	90021	1 - Property Owner
CHALMERS SANTA FE LLC	OR CURRENT OCCUPANT	PICO RIVERA	CA	90660	1 - Property Owner
F O C ELECTRONICS INC	OR CURRENT OCCUPANT	LOS ANGELES	CA	90013	1 - Property Owner
AMAYS BAKERY AND NOODLE CO INC	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
STEVES & CYNTHIA RODRIGUEZ	OR CURRENT OCCUPANT	BEVERLY HILLS	CA	90211	1 - Property Owner
LACMTA	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
JULIAN DE MARTINO	C/O J BERLIANT	WEST HOLLYWOOD	CA	90069	1 - Property Owner
STEVEN J WACKS	OR CURRENT OCCUPANT	LOS ANGELES	CA	90036	1 - Property Owner
CENTER ST REALTY INVESTORS LLC	C/O MICHAEL STEINBERG	SOUTH GATE	CA	90280	1 - Property Owner
SFR 2012 1 US WEST LLC	OR CURRENT OCCUPANT	SCOTTSDALE	AZ	85255	1 - Property Owner
AUSTIA H & JULIANNE M PARK	OR CURRENT OCCUPANT	BUENA PARK	CA	90621	1 - Property Owner
GREG W & SUSAN PAIK	OR CURRENT OCCUPANT	DOWNEY	CA	90240	1 - Property Owner
FREDERIC D COHEN	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
BRIAN D PATTERSON	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
JOEL H CHANG	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
DAVID & CHRISTINA ZASTROW	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
TIMOTHY M & VIVI T LYNCH	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
JEFFERY R WALKER	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner

RAYMOND W SAKAI	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
CHRISTOPHER A SACHS	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
MARY L FULTON	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
MELISSA NATAVIO	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
IVAR CHAN	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
CHRISTOPHER S SMITH	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
GLORIA LEE	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
MALVIN N HWEE	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
KERRY R BENSINGER	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
JOSE G PADILLA	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
CHERYL S CHANG	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
JOO HONG CHAN	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
MOHAMMED A BARAKAT	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
TODD A BENTJEN	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
FARNOOSH FARHIDMEHR	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
9ZERO4 LLC	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
JUSTIN & NANCI LEEPER	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
LEVINE 1 6 LLC	OR CURRENT OCCUPANT	BEVERLY HILLS	CA	90212	1 - Property Owner
URSULA M COLLISON	OR CURRENT OCCUPANT	VENICE	CA	90291	1 - Property Owner
ANN ENTERPRISES LLC	C/O MARC SPILO	SANTA MONICA	CA	90403	1 - Property Owner
KIM PO CHENG	OR CURRENT OCCUPANT	TEMPLE CITY	CA	91780	1 - Property Owner
SOUTHERN CALIFORNIA INSTITUTE OF ARCHITECTURE	C/O DIRECTOR OF FINANCE	LOS ANGELES	CA	90017	1 - Property Owner
RUTH SUGARMAN	C/O NANCY J MELLO	SUNLAND	CA	91040	1 - Property Owner
LOS ANGELES HOLDINGS LLC	MAURICE MOSSAVIEH	LOS ANGELES	CA	90024	1 - Property Owner
1 SF-C LLC THE MCGREGOR COMPANY	ATTN: CHARLES F COWLEY III	BEVERLY HILLS	CA	90212	1 - Property Owner
MICHAEL J ALEXONIS	OR CURRENT OCCUPANT	RANCHO MIRAGE	CA	92270	1 - Property Owner
WILKIE HAWTHORNE LLC	OR CURRENT OCCUPANT	LOS ANGELES	CA	90015	1 - Property Owner
STOVER SEED CO	OR CURRENT OCCUPANT	SUN VALLEY	CA	91353	1 - Property Owner
HUNG R & VIVINE H WANG	OR CURRENT OCCUPANT	BEVERLY HILLS	CA	90209	1 - Property Owner
JOHN B RUSCONI	OR CURRENT OCCUPANT	LOS ANGELES	CA	90021	1 - Property Owner
MANSOOR DAWOODBHOY	OR CURRENT OCCUPANT	TUCSON	AZ	85726	1 - Property Owner
L A CITY	OR CURRENT OCCUPANT	LOS ANGELES	CA	90012	1 - Property Owner
IZHAK & HENRIETE SARAF	OR CURRENT OCCUPANT	TARZANA	CA	91357	1 - Property Owner
CORINTA LLC	OR CURRENT OCCUPANT	NEWTON CENTER	MA	2459	1 - Property Owner
HARMONY INVESTMENT LLC	CECILIA W SIU	PASADENA	CA	91116	1 - Property Owner
ALEXANDRA HEDISON	OR CURRENT OCCUPANT	WEST HOLLYWOOD	CA	90069	1 - Property Owner
STOVER SEED CO	OR CURRENT OCCUPANT	LOS ANGELES	CA	90086	1 - Property Owner
VINCENT X GRBACH	OR CURRENT OCCUPANT	LOS ANGELES	CA	90086	1 - Property Owner
PRESTWICK HOLDING LP	WALL STREET PLAZA	LOS ANGELES	CA	90086	1 - Property Owner
LAI GROUP II LLC	OR CURRENT OCCUPANT	TEMPLE CITY	CA	91780	1 - Property Owner
YONGWON KIM	OR CURRENT OCCUPANT	SEOUL, SOUTH KOREA			1 - Property Owner
CURRENT OCCUPANT		LOS ANGELES	CA	90012	2 - Situs
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CURRENT OCCUPANT		LOS ANGELES	CA	90012	2 - Situs
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CURRENT OCCUPANT	LOS ANGELES	CA	90033	3712 2 - Situs
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CURRENT OCCUPANT	LOS ANGELES	CA	90013	2237 2 - Situs
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CURRENT OCCUPANT	LOS ANGELES	CA	90033	3207 2 - Situs
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CURRENT OCCUPANT	LOS ANGELES	CA	90012	4350 2 - Situs
CURRENT OCCUPANT	LOS ANGELES	CA	90033	2103 2 - Situs
CURRENT OCCUPANT	LOS ANGELES	CA	90012	4034 2 - Situs
CURRENT OCCUPANT	LOS ANGELES	CA	90033	2103 2 - Situs
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CURRENT OCCUPANT	LOS ANGELES	CA	90033	3719 2 - Situs
CURRENT OCCUPANT	LOS ANGELES	CA	90033	3709 2 - Situs
CURRENT OCCUPANT	LOS ANGELES	CA	90033	3751 2 - Situs
CURRENT OCCUPANT	LOS ANGELES	CA	90033	3718 2 - Situs
CURRENT OCCUPANT	LOS ANGELES	CA	90033	2105 2 - Situs
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CURRENT OCCUPANT	LOS ANGELES	CA	90013	2243 2 - Situs
CURRENT OCCUPANT	LOS ANGELES	CA	90033	4228 2 - Situs
CURRENT OCCUPANT	LOS ANGELES	CA	90013	2239 2 - Situs
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CURRENT OCCUPANT	LOS ANGELES	CA	90013	2250 2 - Situs
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CURRENT OCCUPANT	LOS ANGELES	CA	90021	1310 2 - Situs
CURRENT OCCUPANT	LOS ANGELES	CA	90012	4013 2 - Situs
CURRENT OCCUPANT	LOS ANGELES	CA	90021	1310 2 - Situs
CURRENT OCCUPANT	LOS ANGELES	CA	90021	1313 2 - Situs
CURRENT OCCUPANT	LOS ANGELES	CA	90012	4025 2 - Situs
CURRENT OCCUPANT	LOS ANGELES	CA	90012	3426 2 - Situs
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CURRENT OCCUPANT	LOS ANGELES	CA	90012	3441 2 - Situs
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CURRENT OCCUPANT	LOS ANGELES	CA	90012	4025 2 - Situs
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CURRENT OCCUPANT	LOS ANGELES	CA	90021	1305 2 - Situs
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CURRENT OCCUPANT	LOS ANGELES	CA	90012	3443 2 - Situs
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CURRENT OCCUPANT	LOS ANGELES	CA	90012	3412 2 - Situs
CURRENT OCCUPANT	LOS ANGELES	CA	90012	3442 2 - Situs
CURRENT OCCUPANT	LOS ANGELES	CA	90012	3420 2 - Situs
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CURRENT OCCUPANT	LOS ANGELES	CA	90013	1820 2 - Situs



Division 20 Portal Widening and Turnback Facility

Appendix C

Print Advertisements

Appendix C.1
NOP Ads

Appendix C.2
Revised NOP Ads

Appendix C.1

NOP Ads

21860 BURBANK BLVD #200, WOODLAND HILLS, CA 91367
Telephone (818) 713-3393 / Fax (818) 713-3377

PROOF OF PUBLICATION

(2015.5 C.C.P.)

State of California)
County of LOS ANGELES) ss

Notice Type: GPN - GOVT PUBLIC NOTICE

Ad Description:

Div 20 Portal Widening and Turnback Fac NOP/EIR

I am a citizen of the United States and a resident of the State of California; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer of the DAILY NEWS LOS ANGELES, a newspaper published in the English language in the city of LOS ANGELES, county of LOS ANGELES, and adjudged a newspaper of general circulation as defined by the laws of the State of California by the Superior Court of the County of LOS ANGELES, State of California, under date 05/26/1983, Case No. C349217. That the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

10/18/2017

Executed on: 10/18/2017
At Los Angeles, California

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Tom Carter

Signature



Email

* A 0 0 0 0 0 4 5 7 1 8 8 2 *

CNS #: 3060129



NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE: October 18, 2017
TO: Agencies, Organizations, and Interested Parties
SUBJECT: Notice of Preparation (NOP) of a Draft Environmental Impact Report
PROJECT TITLE: Division 20 Portal Widening/Turnback Facility
FROM: Los Angeles County Metropolitan Transportation Authority (Metro)

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The Division 20 Portal Widening/Turnback Facility Project (Proposed Project) would be located within and in the vicinity of the existing Division 20 Rail Yard. The Division 20 rail yard is an approximately 45-acre site that houses the Metro Red/Purple Line train storage and maintenance facilities. The existing rail yard is generally bounded by the Los Angeles River to the east, Santa Fe Avenue to the west, Ducommun Street to the north, and 6th Street Bridge to the south. The footprint of the Proposed Project includes expansion of the existing boundaries, west towards Center Street, and north towards Commercial Street. The western boundary of the Project Site includes commercial/industrial properties along Center Street, as well as the One Santa Fe mixed-use complex south of the 1st Street Bridge. Immediately to the south of the Project Site is the Arts District which is comprised of housing, industrial uses, commercial uses, art galleries, and exhibition warehouse spaces. Land uses to the north include commercial/industrial buildings, and the Los Angeles River is located to the east beyond freight rail tracks.

PROJECT INITIATION: On March 23, 2017, an Initial Study/Mitigated Negative Declaration was adopted by the Metro Board of Directors. Since that date, the design team has been looking at various design refinements to optimize operational flexibility at the turnback facility. These refinements require additional environmental analysis in the context of an Environmental Impact Report (EIR).

Pursuant to the California Environmental Quality Act (CEQA), Metro has initiated a Draft EIR process for the Division 20 Portal Widening/Turnback Facility Project. Metro is the lead agency for the Proposed Project. The Draft EIR will be prepared in accordance with Sections 15120 through 15132 of the CEQA Guidelines. The purpose of this notice is to alert interested parties regarding preparation of the Draft EIR, invite public participation in the CEQA scoping process, and announce the public scoping meeting.

PROJECT OBJECTIVES: Given the ongoing Metro Purple Line Westside Extension projects, storage constraints that inhibit fleet expansion, and the absence of a turnback facility, the goal of the Proposed Project is to accommodate the expansion and associated increased ridership of Metro's heavy rail system. The two objectives of the project are:

Objective #1: Construct core capacity improvements needed for increased service levels on Metro Red and Purple Lines.

Objective #2: Construct new tracks and switches that will allow trains to provide faster and more reliable service times at Union Station.

PROJECT DESCRIPTION: The Proposed Project would reconfigure existing tracks and access roads to accommodate a turnback facility at the Division 20 rail yard, construct new storage tracks, and widen the tunnel portal that currently connects to the Metro Red/Purple Line in order to substantially increase train movement within the yard. The existing turnback tracks would be extended towards 6th Street and reconfigured to provide faster service times at Union Station. All turnback tracks would be located within the footprint of the existing Division 20 Rail Yard. Additionally, the Proposed Project would install a new traction power substation and emergency backup power generator and modify the 1st Street Bridge to provide train access to the new storage tracks. The Proposed Project would demolish a total of approximately 306,875 square feet of existing buildings at the following addresses: 815 East Temple Street, 234 Center Street, 210 Center Street, 1001 East 1st Street, and 214 South Sarita Fe Avenue. Furthermore, the Proposed Project would vacate Jackson Street, Banning Street, and Ducommun Street in their segments east of Center Street.

PROBABLE ENVIRONMENTAL EFFECTS: The purpose of the Draft EIR is to disclose the impacts of the Proposed Project on the environment. The Draft EIR will address all topics listed in Appendix G of the CEQA Guidelines, and will focus on the following topics that have been identified as key impact areas:

- Aesthetics
- Air Quality
- Cultural Resources
- Energy Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Noise and Vibration
- Tribal Cultural Resources

Project design features and mitigation measures to reduce potentially significant impacts during construction and operation will be identified in the Draft EIR.

SCOPING MEETING: Two public scoping meetings to accept comments on the scope of the Draft EIR will be held on the dates and at the locations listed below.

Wednesday, October 25, 2017
6:00 p.m. to 8:00 p.m.
Art Share LA
801 East 4th Place
Los Angeles, CA 90013

Wednesday, November 8, 2017
3:00 pm to 5:00 pm
Japanese American Cultural and Community Center
244 S. San Pedro Street
Los Angeles, CA 90012

The scope of the Draft EIR, including the project objectives, project area and description, and the environmental impacts to be evaluated will be presented at the public scoping meetings. All Metro meetings are held in Americans with Disability Act (ADA)-compliant facilities. Spanish and Japanese translations will be provided. ADA accommodations and other translations are available by calling (213) 922-4484 at least 72 hours in advance of the meeting.

COMMENT DUE DATE: Written comments on the scope of the Draft EIR, including the project area and description, the impacts to be evaluated, and the methodologies to be used in the evaluation, will be accepted during the comment period and should be sent to Metro on or before November 17, 2017 at the postal address or e-mail address below.

ADDRESSES: Comments will be accepted at the public scoping meeting or they may be sent to Cris B. Liban, D.Env., P.E., Executive Officer, Environmental Compliance and Sustainability, Metro, One Gateway Plaza, Mail Stop 99-16-9 or via e-mail at LibanE@metro.net. For more information, visit metro.net/capital projects or contact Michael Cortez, Community Relations Manager at cortezmic@metro.net or 213-922-4465.

CNS-3060129#

EASTSIDE SUN

This space for filing stamp only

161 S AVENUE 24, LOS ANGELES, CA 90031
Telephone (323) 221-1092 / Fax (323) 221-1090

CNS#: 3060131

PROOF OF PUBLICATION

(2015.5 C.C.P.)

State of California)
County of LOS ANGELES) ss

Notice Type: GPN - GOVT PUBLIC NOTICE

Ad Description:

Div 20 Portal Widening and Turnback Fac NOP/EIR

I am a citizen of the United States and a resident of the State of California; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer and publisher of the EASTSIDE SUN, a newspaper published in the English language in the city of LOS ANGELES, county of LOS ANGELES, and adjudged a newspaper of general circulation as defined by the laws of the State of California by the Superior Court of the County of LOS ANGELES, State of California, under date 06/21/1966, Case No. 884861. That the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

10/19/2017

Executed on: 10/19/2017
At Los Angeles, California

I certify (or declare) under penalty of perjury that the foregoing is true and correct.


Signature



Email

* A 0 0 0 0 0 4 5 7 7 1 8 7 *



Metro

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE: October 18, 2017
TO: Agencies, Organizations, and Interested Parties
SUBJECT: Notice of Preparation (NOP) of a Draft Environmental Impact Report
PROJECT TITLE: Division 20 Portal Widening/Turnback Facility
FROM: Los Angeles County Metropolitan Transportation Authority (Metro)

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The Division 20 Portal Widening/Turnback Facility Project (Proposed Project) would be located within and in the vicinity of the existing Division 20 Rail Yard. The Division 20 rail yard is an approximately 45-acre site that houses the Metro Red/Purple Line train storage and maintenance facilities. The existing rail yard is generally bounded by the Los Angeles River to the east, Santa Fe Avenue to the west, Ducommun Street to the north, and 6th Street Bridge to the south. The footprint of the Proposed Project includes expansion of the existing boundaries, west towards Center Street, and north towards Commercial Street. The western boundary of the Project Site includes commercial/industrial properties along Center Street, as well as the One Santa Fe mixed-use complex south of the 1st Street Bridge. Immediately to the south of the Project Site is the Arts District which is comprised of housing, industrial uses, commercial uses, art galleries, and exhibition warehouse spaces. Land uses to the north include commercial/industrial buildings, and the Los Angeles River is located to the east beyond freight rail tracks.

PROJECT INITIATION: On March 23, 2017, an Initial Study/Mitigated Negative Declaration was adopted by the Metro Board of Directors. Since that date, the design team has been looking at various design refinements to optimize operational flexibility at the turnback facility. These refinements require additional environmental analysis in the context of an Environmental Impact Report (EIR).

Pursuant to the California Environmental Quality Act (CEQA), Metro has initiated a Draft EIR process for the Division 20 Portal Widening/Turnback Facility Project. Metro is the lead agency for the Proposed Project. The Draft EIR will be prepared in accordance with Sections 15120 through 15132 of the CEQA Guidelines. The purpose of this notice is to alert interested parties regarding preparation of the Draft EIR, invite public participation in the CEQA scoping process, and announce the public scoping meeting.

PROJECT OBJECTIVES: Given the ongoing Metro Purple Line Westside Extension projects, storage constraints that inhibit fleet expansion, and the absence of a turnback facility, the goal of the Proposed Project is to accommodate the expansion and associated increased ridership of Metro's heavy rail system. The two objectives of the project are:

Objective #1: Construct core capacity improvements needed for increased service levels on Metro Red and Purple Lines.

Objective #2: Construct new tracks and switches that will allow trains to provide faster and more reliable service times at Union Station.

PROJECT DESCRIPTION: The Proposed Project would reconfigure existing tracks and access roads to accommodate a turnback facility at the Division 20 rail yard, construct new storage tracks, and widen the tunnel portal that currently connects to the Metro Red/Purple Line in order to substantially increase train movement within the yard. The existing turnback tracks would be extended towards 6th Street and reconfigured to provide faster service times at Union Station. All turnback tracks would be located within the footprint of the existing Division 20 Rail Yard. Additionally, the Proposed Project would install a new traction power substation and emergency backup power generator and modify the 1st Street Bridge to provide train access to the new storage tracks. The Proposed Project would demolish a total of approximately 306,875 square feet of existing buildings at the following addresses: 815 East Temple Street, 234 Center Street, 210 Center Street, 1001 East 1st Street, and 214 South Santa Fe Avenue. Furthermore, the Proposed Project would vacate Jackson Street, Banning Street, and Ducommun Street in their segments east of Center Street.

PROBABLE ENVIRONMENTAL EFFECTS: The purpose of the Draft EIR is to disclose the impacts of the Proposed Project on the environment. The Draft EIR will address all topics listed in Appendix G of the CEQA Guidelines, and will focus on the following topics that have been identified as key impact areas:

- Aesthetics
- Air Quality
- Cultural Resources
- Energy Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Noise and Vibration
- Tribal Cultural Resources

Project design features and mitigation measures to reduce potentially significant impacts during construction and operation will be identified in the Draft EIR.

SCOPING MEETING: Two public scoping meetings to accept comments on the scope of the Draft EIR will be held on the dates and at the locations listed below.

Wednesday, October 25, 2017	Wednesday, November 8, 2017
6:00 p.m. to 8:00 p.m.	3:00 pm to 5:00 pm
Art Share L.A.	Japanese American Cultural and Community Center
801 East 4th Place	244 S. San Pedro Street
Los Angeles, CA 90013	Los Angeles, CA 90012

The scope of the Draft EIR, including the project objectives, project area and description, and the environmental impacts to be evaluated will be presented at the public scoping meetings. All Metro meetings are held in Americans with Disability Act (ADA)-compliant facilities. Spanish and Japanese translations will be provided. ADA accommodations and other translations are available by calling (213) 922-4484 at least 72 hours in advance of the meeting.

COMMENT DUE DATE: Written comments on the scope of the Draft EIR, including the project area and description, the impacts to be evaluated, and the methodologies to be used in the evaluation, will be accepted during the comment period and should be sent to Metro on or before November 17, 2017 at the postal address or e-mail address below.

ADDRESSES: Comments will be accepted at the public scoping meeting or they may be sent to Cris B. Liban, D.Env., P.E., Executive Officer, Environmental Compliance and Sustainability, Metro, One Gateway Plaza, Mail Stop 99-16-9 or via e-mail at LibanE@metro.net. For more information, visit metro.net/capital projects or contact Michael Cortez, Community Relations Manager at cortezmic@metro.net or 213-922-4465.

CNS-3060131#

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DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

DOWNTOWN NEWS

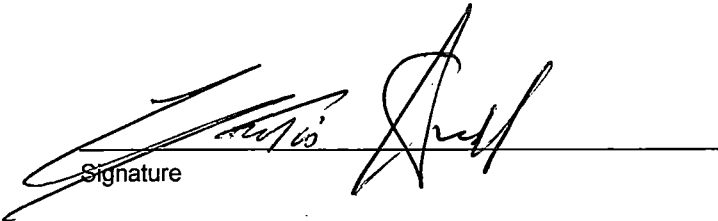
On the following dates:

10/23/2017

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

8th day of November 2017


Signature

3060130

*"The only Public Notice which is justifiable
from the standpoint of true economy and the public interest,
is that which reaches those who are affected by it"*



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Metro

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE: October 18, 2017
 TO: Agencies, Organizations, and Interested Parties
 SUBJECT: Notice of Preparation (NOP) of a Draft Environmental Impact Report
 PROJECT TITLE: Division 20 Portal Widening/Tumback Facility
 FROM: Los Angeles County Metropolitan Transportation Authority (Metro)

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The Division 20 Portal Widening/Tumback Facility Project (Proposed Project) would be located within and in the vicinity of the existing Division 20 Rail Yard. The Division 20 rail yard is an approximately 45-acre site that houses the Metro Red/Purple Line train storage and maintenance facilities. The existing rail yard is generally bounded by the Los Angeles River to the east, Santa Fe Avenue to the west, Ducommun Street to the north, and 6th Street Bridge to the south. The footprint of the Proposed Project includes expansion of the existing boundaries, west towards Center Street, and north towards Commercial Street. The western boundary of the Project Site includes commercial/industrial properties along Center Street, as well as the One Santa Fe mixed-use complex south of the 1st Street Bridge. Immediately to the south of the Project Site is the Arts District which is comprised of housing, industrial uses, commercial uses, art galleries, and exhibition warehouse spaces. Land uses to the north include commercial/industrial buildings, and the Los Angeles River is located to the east beyond freight rail tracks.

PROJECT INITIATION: On March 23, 2017, an Initial Study/Mitigated Negative Declaration was adopted by the Metro Board of Directors. Since that date, the design team has been looking at various design refinements to optimize operational flexibility at the tumback facility. These refinements require additional environmental analysis in the context of an Environmental Impact Report (EIR).

Pursuant to the California Environmental Quality Act (CEQA), Metro has initiated a Draft EIR process for the Division 20 Portal Widening/Tumback Facility Project. Metro is the lead agency for the Proposed Project. The Draft EIR will be prepared in accordance with Sections 15120 through 15132 of the CEQA Guidelines. The purpose of this notice is to alert interested parties regarding preparation of the Draft EIR, invite public participation in the CEQA scoping process, and announce the public scoping meeting.

PROJECT OBJECTIVES: Given the ongoing Metro Purple Line Westside Extension projects, storage constraints that inhibit fleet expansion, and the absence of a tumback facility, the goal of the Proposed Project is to accommodate the expansion and associated increased ridership of Metro's heavy rail system. The two objectives of the project are:

- Objective #1: Construct core capacity improvements needed for increased service levels on Metro Red and Purple Lines.
- Objective #2: Construct new tracks and switches that will allow trains to provide faster and more reliable service times at Union Station.

PROJECT DESCRIPTION: The Proposed Project would reconfigure existing tracks and access roads to accommodate a tumback facility at the Division 20 rail yard, construct new storage tracks, and widen the tunnel portal that currently connects to the Metro Red/Purple Line in order to substantially increase train movement within the yard. The existing tumback tracks would be extended towards 6th Street and reconfigured to provide faster service times at Union Station. All tumback tracks would be located within the footprint of the existing Division 20 Rail Yard. Additionally, the Proposed Project would install a new traction power substation and emergency backup power generator and modify the 1st Street Bridge to provide train access to the new storage tracks. The Proposed Project would demolish a total of approximately 306,875 square feet of existing buildings at the following addresses: 815 East Temple Street, 234 Center Street, 210 Center Street, 1001 East 1st Street, and 214 South Santa Fe Avenue. Furthermore, the Proposed Project would vacate Jackson Street, Banning Street, and Ducommun Street in their segments east of Center Street.

PROBABLE ENVIRONMENTAL EFFECTS: The purpose of the Draft EIR is to disclose the impacts of the Proposed Project on the environment. The Draft EIR will address all topics listed in Appendix G of the CEQA Guidelines, and will focus on the following topics that have been identified as key impact areas:

- Aesthetics
- Air Quality
- Cultural Resources
- Energy Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Noise and Vibration
- Tribal Cultural Resources

Project design features and mitigation measures to reduce potentially significant impacts during construction and operation will be identified in the Draft EIR.

SCOPING MEETING: Two public scoping meetings to accept comments on the scope of the Draft EIR will be held on the dates and at the locations listed below.

Wednesday, October 25, 2017
 6:00 p.m. to 8:00 p.m.
 Art Share L.A.
 801 East 4th Place
 Los Angeles, CA 90013

Wednesday, November 8, 2017
 3:00 pm to 5:00 pm
 Japanese American Cultural and Community Center
 244 S. San Pedro Street
 Los Angeles, CA 90012

The scope of the Draft EIR, including the project objectives, project area and description, and the environmental impacts to be evaluated will be presented at the public scoping meetings. All Metro meetings are held in Americans with Disability Act (ADA)-compliant facilities. Spanish and Japanese translations will be provided. ADA accommodations and other translations are available by calling (213) 922-4484 at least 72 hours in advance of the meeting.

COMMENT DUE DATE: Written comments on the scope of the Draft EIR, including the project area and description, the impacts to be evaluated, and the methodologies to be used in the evaluation, will be accepted during the comment period and should be sent to Metro on or before November 17, 2017 at the postal address or e-mail address below.

ADDRESSES: Comments will be accepted at the public scoping meeting or they may be sent to Cris B. Liban, D.Env., P.E., Executive Officer, Environmental Compliance and Sustainability, Metro, One Gateway Plaza, Mail Stop 99-16-9 or via e-mail at LibanE@metro.net. For more information, visit metro.net/capital/projects or contact Michael Cortez, Community Relations Manager at cortezmic@metro.net or 213-922-4465.

CNS-3060130#

PROOF OF PUBLICATION

(2015.5C.C.P)



915 Wilshire Blvd Ste 800, Los Angeles, CA 90017
Tel: (213)896-2260 • Fax: (213)896-2238

STATE OF CALIFORNIA

I am a citizen of the United States and a resident of the county aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of La Opinión a newspaper of general circulation, printed and published daily in the city of Los Angeles, county of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of July 28, 1969, Case Number: 950176; that the notice, of which the annexed is a printed copy, has been published in each regular and not in any supplement thereof on the following dates, to wit:

October 18

all in the year 2017

I certified (or declared) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

18 day of October, 2017

Rosa Barone
Signature



Metro

AVISO DE INTENCIÓN DE PREPARACIÓN DE UN ANTEPROYECTO DE INFORME DE IMPACTO AMBIENTAL

FECHA: 18 de octubre de 2017
PARA: Agencias, Organizaciones, y Partes Interesadas
ASUNTO: Aviso de Preparación (NOP) de un Anteproyecto de Informe de Impacto Ambiental
TÍTULO DEL PROYECTO: Ampliación de Portal/ Instalación de Retorno de la División 20
DE: Autoridad de Transporte Metropolitano del Condado de Los Angeles (Metro)

UBICACIÓN DEL PROYECTO Y ENTORNO AMBIENTAL: El Proyecto Ampliación de Portal/ Instalación de Retorno de la División 20 (Proyecto Propuesto) estaría situado dentro y en las cercanías del Patio Ferroviario de la División 20 existente. El patio ferroviario de la División 20 es un sitio de aproximadamente 45 acres que alberga el almacenamiento de trenes de la Línea Roja/Morada y las instalaciones de mantenimiento. El patio ferroviario existente está limitado generalmente por el Río de Los Angeles al este, Santa Fe Avenue al oeste, Ducommun Street al norte, y 6th Street Bridge al sur. La huella del Proyecto Propuesto, incluyendo la expansión de los límites existentes, al oeste hacia Center Street, y al norte hacia Commercial Street se muestran en la Figura 1. El límite occidental del Sitio del Proyecto incluye propiedades comerciales/industriales a lo largo de Center Street, así como el complejo de uso mixto One Santa Fe al sur de 1st Street Bridge. Inmediatamente al sur del Sitio del proyecto está el Distrito de las Artes que comprende viviendas, usos industriales, usos comerciales, galerías de arte, y espacios de almacenamiento de exhibición. El uso de la tierra al norte incluye edificios comerciales/industriales, y el Río de Los Angeles está ubicado al este más allá de las vías del ferrocarril de carga.

INICIACIÓN DEL PROYECTO: El 23 de marzo de 2017, un Estudio Inicial/Declaración Negativa Mitigada fue adoptada por la Junta de Directores de Metro. Desde esa fecha, el equipo de diseño ha estado buscando varios refinamientos de diseño para optimizar la flexibilidad operativa en la instalación de retorno. Estos refinamientos requieren de un análisis ambiental adicional en el contexto de un Informe de Impacto Ambiental (EIR, por sus siglas en inglés).

De conformidad con la Ley de Calidad Ambiental de California (CEQA, por sus siglas en inglés), Metro ha iniciado un proceso de Anteproyecto EIR para el Proyecto de Ampliación de Portal/Instalación de Retorno de la División 20. Metro es la agencia principal para el Proyecto Propuesto. El Anteproyecto EIR será preparado de acuerdo con las Secciones 15120 a la 15132 de las Directrices de CEQA. El propósito de este aviso es alertar a las partes interesadas concerniente a la preparación del Anteproyecto EIR, invitar a la participación pública en el proceso de alcance de CEQA, y anunciar la reunión de alcance público.

OBJETIVOS DEL PROYECTO: Dado los proyectos en curso de la Extensión Westside de la Línea Morada de Metro, las restricciones de almacenamiento que inhiben la expansión de la flota, la ausencia de una instalación de retorno, el objetivo del Proyecto Propuesto es acomodar la expansión y el creciente número de pasajeros asociado del sistema ferroviario pesado de Metro. Los dos objetivos del proyecto son:

Objetivo #1: Construir las mejoras de capacidad principales necesarias para aumentar los niveles de servicio en las Líneas Roja y Morada de Metro.

Objetivo #2: Construir nuevas vías y conmutadores que permitirán que los trenes proporcionen tiempos de servicio más rápidos y confiables en Union Station.

DESCRIPCIÓN DEL PROYECTO: El Proyecto Propuesto reconfiguraría las vías y caminos de acceso existentes para acomodar la instalación de retorno en el patio ferroviario de la División 20, construiría nuevas vías de almacenamiento, y ampliaría el portal del túnel que actualmente conecta con la Línea Rojo/Morada de Metro con el fin de incrementar sustancialmente el movimiento del tren dentro del patio. Las vías de retorno existentes se extenderían hacia 6th Street se reconfigurarían para proporcionar tiempos de servicio más rápidos en Union Station. Todas las vías de retorno estarían ubicadas dentro del Patio Ferroviario de la División 20 existente. Adicionalmente, el Proyecto Propuesto instalaría una nueva subestación de energía y generador de energía de emergencia de reserva y modificaría la 1st Street Bridge para proporcionar a los trenes acceso a las nuevas vías de almacenamiento. La figura 1 identifica los componentes clave del Proyecto Propuesto. El Proyecto Propuesto demolería un total de aproximadamente 306,875 pies cuadrados de edificios existentes en las siguientes direcciones: 815 East Temple Street, 234 Center Street, 210 Center Street, 1001 East 1st Street, y 214 South Santa Fe Avenue. Además, el Proyecto propuesto dejaría vacante Jackson Street, Banning Street, y Ducommun Street en sus segmentos al este de Center Street.

PROBABLES EFECTOS AMBIENTALES: el propósito del Anteproyecto EIR es divulgar los impactos del Proyecto Propuesto en el ambiente. El Anteproyecto AIR abordaría todos los temas enumerados en el Apéndice G de las Directrices de CEQA, y se enfocará en los siguientes temas que han sido identificados como áreas de impacto clave:

- Estéticos
- Calidad del Aire
- Recursos Culturales
- Recursos Energéticos
- Emisiones de Gases de Efecto Invernadero
- Peligros y Materiales Peligrosos
- Ruido y Vibraciones
- Recursos Culturales Tribales

Las características del diseño del proyecto y las medidas de mitigación para reducir potencialmente los impactos significativos durante la construcción y operación serán identificadas en el Anteproyecto EIR.

REUNIÓN DE ALCANCE: Dos reuniones de alcance para aceptar comentarios sobre el alcance del Anteproyecto EIR se llevarán a cabo en las fechas y ubicaciones enumeradas a continuación.

Miércoles 25 de octubre de 2017
6:00 p.m. a 8:00 p.m.
Art Share L.A.
801 East 4th Place
Los Angeles, CA 90013

Miércoles 8 de noviembre de 2017
3:00 pm a 5:00 pm Japanese American Cultural and Community Center
244 S. San Pedro Street
Los Angeles, CA 90012

El alcance del Anteproyecto EIR, incluyendo los objetivos del proyecto, el área del proyecto y la descripción, y los impactos ambientales serán a ser evaluados serán presentados en las reuniones de alcance público. Todas las reuniones de Metro se llevan a cabo en las instalaciones conforme a la Ley de Estadounidenses con Discapacidad (ADA, por sus siglas en inglés). Traducciones en español y japonés serán proporcionadas. Alojamiento ADA y otras traducciones están disponibles llamando al (213) 922-4484 por lo menos 72 horas antes de la reunión.

PLAZO DE COMENTARIOS: Comentarios escritos sobre el alcance del Anteproyecto EIR, incluyendo el área del proyecto y la descripción, los impactos a ser evaluados, y las metodologías a ser utilizadas en la evaluación, serán aceptados durante el periodo de comentarios y deberán ser enviados a Metro en o antes del 17 de noviembre de 2017 en la dirección postal o correo electrónico a continuación.

DIRECCIONES: Los comentarios serán aceptados en la reunión de alcance público o pueden ser enviados a Cris B. Liban, D.Env., P.E., Oficial Ejecutivo, Cumplimiento y Sustentabilidad Ambiental, Metro, One Gateway Plaza, Mail Stop 99-16-9 o por correo electrónico a LibanE@metro.net. Para más información, visite proyectos.metro.net/capital o póngase en contacto con Michael Cortez, Gerente de Relaciones Comunitarias a cortezmic@metro.net o al 213-922-4465.

109-2481



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DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

RAFU SHIMPO

On the following dates:

10/18/2017

Su attached →

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

27th day of October 2017



Signature

3060133

"The only Public Notice which is justifiable from the standpoint of true economy and the public interest, is that which reaches those who are affected by it"



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Metro

環境影響報告書草案の準備のお知らせ

日付: 2017年10月18日
宛先: 各機関、組織、および関係各当事者
主題: 環境影響報告書草案の準備のお知らせ (NOP)
プロジェクト名: 第20区ポータル拡張・引き返し施設
提出元: ロサンゼルス郡都市交通局 (Metro)

プロジェクトの場所と環境設定: 第20区ポータル拡張・引き返し施設プロジェクト (提案中のプロジェクトと称する) は、既存の第20区車両基地内とその近辺にあります。第20区車両基地は約45エーカーの広さで、そこはメトロのレッド・パープルラインの車両保持と補修施設です。既存の車両基地は全般的に東側をロサンゼルス川、西はサンタフェ通り、北はデユコムンストリート、南はシックスストリート橋を境界としています。提案中のプロジェクトの設置面積には、既存の境界線の拡張を含めて、センターストリート方向の西およびコマーションストリート方向の北が図1に示されています。プロジェクト現場の西側境界には、センターストリート沿いの商業・産業用の物件と、ファーストストリート橋のワンサンタフェ複合用途ビルも含まれます。プロジェクト現場のすぐ南側はアート地区で、ここには住宅、産業用途、商業用途、アートギャラリー、および展示倉庫のスペースなどがあります。北側の土地利用には、商業・産業ビルが含まれ、ロサンゼルス川は貨物鉄道線を越えた東側にあります。

プロジェクト開始: 2017年3月25日にメトロ理事会理事によって当初調査・緩和された否定宣言が採択されました。それ以降、設計チームは、引き返し施設における運営柔軟性の最適化を行うためのさまざまな設計上の改良を検討してきました。こうした改良には、環境影響報告書 (EIR) という状況下での追加環境分析が義務付けられています。

カリフォルニア州環境品質法 (CEQA)に則り、メトロは第20区ポータル拡張・引き返し施設プロジェクトのEIR草案に着手しました。提案中のプロジェクトではメトロが主導機関です。EIR草案は、CEQAガイドラインの第15130節から第15132節に従って作成されます。このお知らせの目的は、EIR草案の作成に関心のある各当事者に通告し、CEQAの範囲作成プロセスへの一般市民の参加を招聘し、かつ公開での範囲作成会合を発表することです。

プロジェクトの目的: 進行中のメトロパープルラインの西側拡張工事、車両の拡張を制限する倉庫、および折り返し施設の不在ということから、提案中のプロジェクトの目的はメトロの重ルールシステムの拡張と関連の乗客増加に対応することです。プロジェクトの二つの目的は以下の通りです。

目的 #1: メトロレッドおよびパープルラインの業務レベル増加に必要なコア能力改善の構築。

目的 #2: ユニオン駅で電車がより早く、より信頼できるサービス時間を提供できるように新たなトラックとスイッチの建設。

プロジェクトの説明: 提案中のプロジェクトは、第20区車両基地にある折り返し施設に対応し、新たに保管トラックを建設し、かつ基地内での電車の動きを実質的に増やすためにメトロのレッド・パープルラインを現在繋ぐトンネルポータルを拡張するために、既存のトラックとアクセス道路を再編します。既存の折り返しトラックは、シックスストリート方向に

拡張され、ユニオン駅でのより速いサービス提供のために再編されます。折り返しトラック全部は、既存の第20区車両基地の設置面積内にあります。さらに、提案中のプロジェクトは、新規のけん引動力変電所と緊急バックアップ発電機を設置し、新たな保管トラックへの電車アクセスを提供するためにファーストストリート橋を補修します。提案中のプロジェクトは、815 東テンブルストリート、234 センターストリート、210センターストリート、1001 東ファーストストリート、および 214 南サンタフェ通りを住所とする、合計 約306,875平方フィートの既存のビルを解体します。さらに、提案中のプロジェクトは、センターストリート東の部分にあるジャクソンストリート、バニングストリート、およびデユコムンストリートから除去します。

可能性のある環境結果: EIR 草案の目的は、環境への提案中のプロジェクトの影響を開示することです。EIR 草案は、CEQAガイドラインの補足Gに挙がっている全トピックに対処しており、主要な影響分野として確認された以下のトピックに焦点を当てています。

- 美的価値
大気質
文化的な資源
エネルギー資源
グリーンハウスガス排気
危険物と危険物質
騒音と振動
部族文化資源

建設・運営中の潜在的に重要な影響を削減するためのプロジェクトの設計の特徴と緩和策は、EIR草案において確認されます。

範囲作成会合: EIR草案の範囲に関するコメントを出していただく公開の範囲作成会合が2回、以下の日付と場所で行われます。

2017年10月25日水曜日 2017年11月8日水曜日
午後6時から8時 午後3時から5時
Art Share L.A. 日系米国人文化地域社会センタ(JACCC)
801 East 4th Place 244 S. San Pedro Street
Los Angeles, CA 90013 Los Angeles, CA 90012

EIR草案の範囲は、プロジェクトの目的、分野や説明、および評価されるべき環境影響を含めて、公開の範囲作成会合において説明されます。メトロの全会合は、障害を持つ米国人法 (ADA) を遵守する施設で行われます。スペイン語と日本語の通訳も用意が可能です。ADAへの対応やその他の通訳については会合に先立って72時間前までに電話(213) 922-4484にご連絡ください。

コメント締め切り日: プロジェクトの地域や説明、評価されるべき影響、および評価で使われるべき方法論を含めて、EIR草案の範囲に関する書面コメントは、コメント期間中受け付けますが、郵送あるいは電子メールともに下記住所宛に、2017年11月17日までにメトロに送付してください。

住所: コメントは公開される範囲作成会合で受け付けますが、郵送先 Cris B. Liban, D.Env., P.E., Executive Officer, Environmental Compliance and Sustainability, Metro, One Gateway Plaza, Mail Stop 99-16-9、あるいは電子メール LibanE@metro.net宛でも受け付けます。さらに詳しい情報にはインターネットmetro.net/capital_projectsをご覧ください。地域社会関係マネージャー Michael Cortez、電子メール cortezmic@metro.net、電話 213-922-4465までご連絡ください。

CNS-3060133#

Appendix C.2

Revised NOP Ads



Metro

REVISED NOTICE OF PREPARATION
OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE: January 3, 2018
TO: Agencies, Organizations, and Interested Parties
SUBJECT: Revised Notice of Preparation (NOP) of a Draft Environmental Impact Report
PROJECT TITLE: Division 20 Portal Widening/Turnback Facility (Proposed Project)
SCH NUMBER: 2017101034
FROM: Los Angeles County Metropolitan Transportation Authority (Metro)

PURPOSE OF THIS REVISED NOTICE OF PREPARATION: Metro issued an NOP for the Proposed Project (SCH Number 2017101034) on October 18, 2017. During the 30-day scoping period (October 18, 2017 to November 17, 2017), comments were received from agencies, organizations, and other interested parties regarding the scope of the Draft Environmental Impact Report (Draft EIR) via e-mail and postal mail, and at the scoping meetings held on October 25, 2017 and November 8, 2017. Subsequent to the end of the scoping period, the Proposed Project footprint has been expanded to include the property at 100-120 North Santa Fe Avenue. The purpose of this revised NOP is to solicit comments on the acquisition and reuse of this property as part of the Proposed Project for analysis in the Draft EIR. Comments submitted during the previous NOP scoping period have been recorded by Metro and do not need to be resubmitted. No additional scoping meetings are required or scheduled.

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The Proposed Project would be located within and in the vicinity of the existing Division 20 Rail Yard. The Division 20 Rail Yard is an approximately 45-acre site that houses the Metro Red/Purple Line train storage and maintenance facilities. The existing Rail Yard is generally bounded by the Los Angeles River to the east, Santa Fe Avenue to the west, Ducommun Street to the north, and 6th Street Bridge to the south. The footprint of the Proposed Project, including expansion of the existing boundaries, west towards Santa Fe Avenue, and north towards Commercial Street. The western boundary of the Project Site includes commercial/industrial properties along Santa Fe Avenue, as well as the One Santa Fe mixed-use complex south of the 1st Street Bridge. Immediately to the south of the Project Site is the Arts District which is comprised of housing, industrial uses, commercial uses, art galleries, and exhibition warehouse spaces. Land uses to the north include commercial/industrial buildings, and the Los Angeles River is located to the east beyond freight rail tracks.

PROJECT INITIATION: On March 23, 2017, an Initial Study/Mitigated Negative Declaration was adopted by the Metro Board of Directors. Since that date, the design team has been looking at various design refinements to optimize operational flexibility at the turnback facility. These refinements require additional environmental analysis in the context of an Environmental Impact Report (EIR).

Pursuant to the California Environmental Quality Act (CEQA), Metro has initiated a Draft EIR process for the Division 20 Portal Widening/Turnback Facility Project. Metro is the lead agency for the Proposed Project. The Draft EIR will be prepared in accordance with Sections 15120 through 15132 of the CEQA Guidelines. The purpose of this notice is to alert interested parties regarding preparation of the Draft EIR and invite public participation in the CEQA scoping process.

PROJECT OBJECTIVES: Given the ongoing Metro Purple Line Westside Extension projects, storage constraints that inhibit fleet expansion, and the absence of a turnback facility, the goal of the Proposed Project is to accommodate the expansion and associated increased ridership of Metro's heavy rail system. The two objectives of the Proposed Project are:

Objective #1: Construct core capacity improvements needed for increased service levels on Metro Red and Purple Lines.

Objective #2: Construct new tracks and switches that will allow trains to provide faster and more reliable service times at Union Station.

PROJECT DESCRIPTION: The updated Project Description would incorporate all of the elements of the original Project Description, plus the acquisition and modification of the 100-120 North Santa Fe Avenue property.

Unchanged Project Description from the Initial NOP

The Proposed Project would reconfigure existing tracks and access roads to accommodate a turnback facility at the Division 20 Rail Yard, construct new storage tracks, and widen the tunnel portal that currently connects to the Metro Red/Purple Line in order to substantially increase train movement within the yard. The existing turnback tracks would be extended towards 6th Street and reconfigured to provide faster service times at Union Station. All turnback tracks would be located within the footprint of the existing Division 20 Rail Yard. Additionally, the Proposed Project would install a new traction power substation and emergency backup power generator and modify the 1st Street Bridge to provide train access to the new storage tracks. The Proposed Project would demolish a total of approximately 306,875 square feet of existing buildings at the following addresses: 815 East Temple Street, 234 Center Street, 210 Center Street, 1001 East 1st Street, and 214 South Santa Fe Avenue. Furthermore, the Proposed Project would vacate Jackson Street, Banning Street, and Ducommun Street in their segments east of Center Street.

New Project Component – Acquisition of 100-120 North Santa Fe Avenue:

Metro's acquisition of the 100-120 North Santa Fe Avenue property would provide a new location for existing Maintenance of Way (MOW) functions that would be displaced by the new storage tracks. The existing building would be renovated and repurposed for use by Metro and no major demolition or construction activities are planned at this location. In addition, the majority of MOW activities would occur within the building.

PROBABLE ENVIRONMENTAL EFFECTS: The purpose of the Draft EIR is to disclose the impacts of the Proposed Project on the environment. The Draft EIR will address all topics listed in Appendix G of the CEQA Guidelines, and will focus on the following topics that have been identified as key impact areas

- Aesthetics
- Air Quality
- Cultural Resources
- Energy Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Noise and Vibration
- Tribal Cultural Resources

Project design features and mitigation measures to reduce potentially significant impacts during construction and operation will be identified in the Draft EIR

COMMENT DUE DATE: Written comments on the scope of the Draft EIR, including the Project Site and project description, the impacts to be evaluated, and the methodologies to be used in the evaluation, will be accepted during the scoping period and should be sent to Metro on or before February 2, 2018 at the postal address or e-mail address below.

ADDRESSES: Comments may be sent to **Cris B. Liban, D.Env., P.E.**, Executive Office, Environmental Compliance and Sustainability, Metro, One Gateway Plaza, Mail Stop 99-16-9 or via e-mail at LibanE@metro.net. For more information, visit metro.net/capital/projects or contact Michael Cortez, Community Relations Manager at cortezmic@metro.net or 213-922-4465.

CNS-3082019#



REVISED NOTICE OF PREPARATION
OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE: **January 3, 2018**
TO: **Agencies, Organizations, and Interested Parties**
SUBJECT: **Revised Notice of Preparation (NOP) of a Draft Environmental Impact Report**
PROJECT TITLE: **Division 20 Portal Widening/Turnback Facility (Proposed Project)**
SCH NUMBER: **2017101034**
FROM: **Los Angeles County Metropolitan Transportation Authority (Metro)**

PURPOSE OF THIS REVISED NOTICE OF PREPARATION: Metro issued an NOP for the Proposed Project (SCH Number 2017101034) on October 18, 2017. During the 30-day scoping period (October 18, 2017 to November 17, 2017), comments were received from agencies, organizations, and other interested parties regarding the scope of the Draft Environmental Impact Report (Draft EIR) via e-mail and postal mail, and at the scoping meetings held on October 25, 2017 and November 8, 2017. Subsequent to the end of the scoping period, the Proposed Project footprint has been expanded to include the property at 100-120 North Santa Fe Avenue. The purpose of this revised NOP is to solicit comments on the acquisition and reuse of this property as part of the Proposed Project for analysis in the Draft EIR. Comments submitted during the previous NOP scoping period have been recorded by Metro and do not need to be resubmitted. No additional scoping meetings are required or scheduled.

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The Proposed Project would be located within and in the vicinity of the existing Division 20 Rail Yard. The Division 20 Rail Yard is an approximately 45-acre site that houses the Metro Red/Purple Line train storage and maintenance facilities. The existing Rail Yard is generally bounded by the Los Angeles River to the east, Santa Fe Avenue to the west, Ducommun Street to the north, and 6th Street Bridge to the south. The footprint of the Proposed Project, including expansion of the existing boundaries, west towards Santa Fe Avenue, and north towards Commercial Street. The western boundary of the Project Site includes commercial/industrial properties along Santa Fe Avenue, as well as the One Santa Fe mixed-use complex south of the 1st Street Bridge. Immediately to the south of the Project Site is the Arts District which is comprised of housing, industrial uses, commercial uses, art galleries, and exhibition warehouse spaces. Land uses to the north include commercial/industrial buildings, and the Los Angeles River is located to the east beyond freight rail tracks.

PROJECT INITIATION: On March 23, 2017, an Initial Study/Mitigated Negative Declaration was adopted by the Metro Board of Directors. Since that date, the design team has been looking at various design refinements to optimize operational flexibility at the turnback facility. These refinements require additional environmental analysis in the context of an Environmental Impact Report (EIR).

Pursuant to the California Environmental Quality Act (CEQA), Metro has initiated a Draft EIR process for the Division 20 Portal Widening/Turnback Facility Project. Metro is the lead agency for the Proposed Project. The Draft EIR will be prepared in accordance with Sections 15120 through 15132 of the CEQA Guidelines. The purpose of this notice is to alert interested parties regarding preparation of the Draft EIR and invite public participation in the CEQA scoping process.

PROJECT OBJECTIVES: Given the ongoing Metro Purple Line Westside Extension projects, storage constraints that inhibit fleet expansion, and the absence of a turnback facility, the goal of the Proposed Project is to accommodate the expansion and associated increased ridership of Metro's heavy rail system. The two objectives of the Proposed Project are:

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PROJECT DESCRIPTION: The updated Project Description would incorporate all of the elements of the original Project Description, plus the acquisition and modification of the 100-120 North Santa Fe Avenue property.

Unchanged Project Description from the Initial NOP

The Proposed Project would reconfigure existing tracks and access roads to accommodate a turnback facility at the Division 20 Rail Yard, construct new storage tracks, and widen the tunnel portal that currently connects to the Metro Red/Purple Line in order to substantially increase train movement within the yard. The existing turnback tracks would be extended towards 6th Street and reconfigured to provide faster service times at Union Station. All turnback tracks would be located within the footprint of the existing Division 20 Rail Yard. Additionally, the Proposed Project would install a new traction power substation and emergency backup power generator and modify the 1st Street Bridge to provide train access to the new storage tracks. The Proposed Project would demolish a total of approximately 306,875 square feet of existing buildings at the following addresses: 815 East Temple Street, 234 Center Street, 210 Center Street, 1001 East 1st Street, and 214 South Santa Fe Avenue. Furthermore, the Proposed Project would vacate Jackson Street, Banning Street, and Ducommun Street in their segments east of Center Street.

New Project Component – Acquisition of 100-120 North Santa Fe Avenue:

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PROBABLE ENVIRONMENTAL EFFECTS: The purpose of the Draft EIR is to disclose the impacts of the Proposed Project on the environment. The Draft EIR will address all topics listed in Appendix G of the CEQA Guidelines, and will focus on the following topics that have been identified as key impact areas

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ADDRESSES: Comments may be sent to Cris B. Liban, D.Env., P.E., Executive Office, Environmental Compliance and Sustainability, Metro, One Gateway Plaza, Mail Stop 99-16-9 or via e-mail at LibanE@metro.net. For more information, visit metro.net/capital/projects or contact Michael Cortez, Community Relations Manager at cortezmic@metro.net or 213-922-4465.



Metro

REVISED NOTICE OF PREPARATION
OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE: January 3, 2018
TO: Agencies, Organizations, and Interested Parties
SUBJECT: Revised Notice of Preparation (NOP) of a Draft Environmental Impact Report
PROJECT TITLE: Division 20 Portal Widening/Turnback Facility (Proposed Project)
SCH NUMBER: 2017101034
FROM: Los Angeles County Metropolitan Transportation Authority (Metro)

PURPOSE OF THIS REVISED NOTICE OF PREPARATION: Metro issued an NOP for the Proposed Project (SCH Number 2017101034) on October 18, 2017. During the 30-day scoping period (October 18, 2017 to November 17, 2017), comments were received from agencies, organizations, and other interested parties regarding the scope of the Draft Environmental Impact Report (Draft EIR) via e-mail and postal mail, and at the scoping meetings held on October 25, 2017 and November 8, 2017. Subsequent to the end of the scoping period, the Proposed Project footprint has been expanded to include the property at 100-120 North Santa Fe Avenue. The purpose of this revised NOP is to solicit comments on the acquisition and reuse of this property as part of the Proposed Project for analysis in the Draft EIR. Comments submitted during the previous NOP scoping period have been recorded by Metro and do not need to be resubmitted. No additional scoping meetings are required or scheduled.

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PROJECT OBJECTIVES: Given the ongoing Metro Purple Line Westside Extension projects, storage constraints that inhibit fleet expansion, and the absence of a turnback facility, the goal of the Proposed Project is to accommodate the expansion and associated increased ridership of Metro's heavy rail system. The two objectives of the Proposed Project are:

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- Air Quality
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ADDRESSES: Comments may be sent to **Cris B. Liban, D.Env., P.E.**, Executive Office, Environmental Compliance and Sustainability, Metro, One Gateway Plaza, Mail Stop 99-16-9 or via e-mail at LibanE@metro.net. For more information, visit metro.net/capital/projects or contact Michael Cortez, Community Relations Manager at cortezmic@metro.net or 213-922-4465.

**Metro****AVISO DE PREPARACIÓN REVISADO
DE UN ANTEPROYECTO
DE INFORME DE IMPACTO AMBIENTAL**

FECHA: 3 de enero de 2018
PARA: Agencias, Organizaciones, y Partes Interesadas
ASUNTO: Aviso de Preparación (NOP) Revisado de un Anteproyecto de Informe de Impacto Ambiental
TÍTULO DEL PROYECTO: Ampliación de Portal/ Instalación de Retorno de la División 20 (Proyecto Propuesto)
NÚMERO SCH: 2017101034
DE: Autoridad de Transporte Metropolitano del Condado de Los Ángeles (Metro)

PROPUESTO DE AVISO DE PREPARACIÓN REVISADO: Metro emitió un NOP para el Proyecto Propuesto (Número SCH 2017101034) el 18 de octubre de 2017. Durante el periodo de alcance de 30 días (18 de octubre de 2017 al 17 de noviembre de 2017), se recibieron comentarios de agencias, organizaciones, y otras partes interesadas concernientes al alcance del Anteproyecto de Informe de Impacto Ambiental (Anteproyecto EIR) por correo electrónico y correo postal, y en las reuniones de alcance celebradas el 25 de octubre de 2017 y el 8 de noviembre de 2017. Posterior al final del periodo de alcance, la huella del Proyecto Propuesto ha sido ampliada para incluir la propiedad en 100-120 North Santa Fe Avenue. El propósito del este NOP revisado es para solicitar comentarios sobre la adquisición y reutilización de esta propiedad como parte del Proyecto Propuesto para análisis en el Anteproyecto EIR. Los comentarios presentados durante el periodo previo de alcance del NOP previo han sido registrados por Metro y no es necesario volver a enviarlos. No se requieren ni programan reuniones de alcance adicionales.

UBICACIÓN DEL PROYECTO Y ENTORNO AMBIENTAL: El Proyecto Propuesto se ubicaría dentro y en las cercanías del Patio Ferroviario de la División 29 existente. El patio ferroviario de la División 20 es un sitio de aproximadamente 45 acres que alberga el almacenamiento de trenes de la Línea Roja/Morada y las instalaciones de mantenimiento. El patio ferroviario existente está limitado generalmente por el Río de Los Ángeles al este, Santa Fe Avenue al oeste, Ducommun Street al norte, y del Puente de 6th Street al sur. La huella del Proyecto Propuesto, incluyendo la expansión de los límites existentes, al oeste hacia Center Street, y al norte hacia Commercial Street. El límite occidental del Sitio del Proyecto incluye propiedades comerciales/industriales a lo largo de Center Street, así como el complejo de uso mixto One Santa Fe al sur del Puente de 1st Street. Inmediatamente al sur del Sitio del proyecto está el Distrito de las Artes que comprende viviendas, usos industriales, usos comerciales, galerías de arte, y espacios de almacenamiento de exhibición. El uso de la tierra al norte incluye edificios comerciales/industriales, y el Río de Los Ángeles está ubicado al este más allá de las vías del ferrocarril de carga.

INICIACIÓN DEL PROYECTO: El 23 de marzo de 2017, un Estudio Inicial/Declaración Negativa Mitigada fue adoptada por la Junta de Directores de Metro. Desde esa fecha, el equipo de diseño ha estado buscando varios refinamientos de diseño para optimizar la flexibilidad operativa en la instalación de retorno. Estos refinamientos requieren de un análisis ambiental adicional en el contexto de un Informe de Impacto Ambiental (EIR, por sus siglas en inglés).

De conformidad con la Ley de Calidad Ambiental de California (CEQA, por sus siglas en inglés), Metro ha iniciado un proceso de Anteproyecto EIR para el Proyecto de Ampliación de Portal/ Instalación de Retorno de la División 20. Metro es la agencia principal para el Proyecto Propuesto. El Anteproyecto EIR será preparado de acuerdo con las Secciones 15120 a la 15132 de las Directrices de CEQA. El propósito de este aviso es alertar a las partes interesadas concerniente a la preparación del Anteproyecto EIR, invitar a la participación pública en el proceso de alcance de CEQA, y anunciar la reunión de alcance público.

OBJETIVOS DEL PROYECTO: Dado los proyectos en curso de la Extensión Westside de la Línea Morada de Metro, las restricciones de almacenamiento que inhiben la expansión de la flota la ausencia de una instalación de retorno, el objetivo del Proyecto Propuesto es acomodar la expansión y el creciente número de pasajeros asociado del sistema ferroviario pesado de Metro. Los dos objetivos del proyecto son:

Objetivo #1: Construir las mejoras de capacidad principales necesarias para aumentar los niveles de servicio en las Líneas Roja y Morada de Metro.

Objetivo #2: Construir nuevas vías y conmutadores que permitirán que los trenes proporcionen tiempos de servicio más rápidos y confiables en Union Station

DESCRIPCIÓN DEL PROYECTO: La Descripción del Proyecto actualizada incorporaría todos los elementos de la descripción del proyecto original, más la adquisición y modificación de la propiedad 100-120 North Santa Fe Avenue.

Descripción del Proyecto Sin Cambios desde el NOP Inicial

El Proyecto Propuesto reconfiguraría las vías y caminos de acceso existentes para acomodar la instalación de retorno en el patio ferroviario de la División 20, construiría nuevas vías de almacenamiento, y ampliaría el portal del túnel que actualmente conecta con la Línea Rojo/Morada de Metro con el fin de incrementar sustancialmente el movimiento del tren dentro del patio. Las vías de retorno existentes se extenderían hacia 6th Street se reconfigurarían para proporcionar tiempos de servicio más rápidos en Union Station. Todas las vías de retorno estarían ubicadas dentro del Patio Ferroviario de la División 20 existente. Adicionalmente, el Proyecto Propuesto instalaría una nueva subestación de energía y generador de energía de emergencia de reserva y modificaría la 1st Street Bridge para proporcionar a los trenes acceso a las nuevas vías de almacenamiento. El Proyecto Propuesto demolería un total de aproximadamente 306,875 pies cuadrados de edificios existentes en las siguientes direcciones: 815 East Temple Street, 234 Center Street, 210 Center Street, 1001 East 1st Street, y 214 South Santa Fe Avenue. Además, el Proyecto propuesto dejaría vacante Jackson Street, Banning Street, y Ducommun Street en sus segmentos al este de Center Street.

Nuevo Componente del Proyecto – Adquisición de 100-120 North Santa Fe Avenue:

La adquisición de Metro de la propiedad 100-120 North Santa Fe Avenue proporcionaría una nueva ubicación para las funciones de Mantenimiento de la Vía (MOW, por sus siglas en inglés) existente que serían desplazadas por las nuevas vías de almacenamiento. El edificio existente sería renovado y readaptado para el uso por Metro y no se planean actividades de demolición o construcción en esta ubicación. Además, la mayoría de las actividades de MOW ocurrirían dentro del edificio

PROBABLES EFECTOS AMBIENTALES: el propósito del Anteproyecto EIR es divulgar los impactos del Proyecto Propuesto en el ambiente. El Anteproyecto AIR abordaría todos los temas enumerados en el Apéndice G de las Directrices de CEQA, y se enfocará en los siguientes temas que han sido identificados como áreas de impacto clave :

- Estéticos
- Calidad del Aire
- Recursos Culturales
- Recursos Energéticos
- Emisiones de Gases de Efecto Invernadero
- Peligros y Materiales Peligrosos
- Ruido y Vibraciones
- Recursos Culturales Tribales

Las características del diseño del proyecto y las medidas de mitigación para reducir potencialmente los impactos significativos durante la construcción y operación serán identificadas en el Anteproyecto EIR.

PLAZO DE COMENTARIOS: Comentarios escritos sobre el alcance del Anteproyecto EIR, incluyendo el Sitio del Proyecto y la descripción del proyecto, los impactos a ser evaluados, y las metodologías a ser utilizadas en la evaluación, serán aceptados durante el periodo de comentarios y deberán ser enviados a Metro en o antes del 2 de febrero de 2018 en la dirección postal o correo electrónico a continuación.

DIRECCIONES: Los comentarios pueden enviarse a Cris B. Liban, D.Env., P.E., Oficial Ejecutivo, Cumplimiento y Sustentabilidad Ambiental, Metro, One Gateway Plaza, Mail Stop 99-16-9 o por correo electrónico a LibanE@metro.net. Para más información, visite metro.net/proyecto de capital o póngase en contacto con Michael Cortez, Gerente de Relaciones Comunitarias a cortezmic@metro.net o al 213-922-4465.

CNS-3082022#

環境影響報告草案の作成についての
お知らせの修正

日付: 2018年1月3日
宛先: 当該局、機関、および関心ある当事者各位
主題: 環境影響報告草案の作成についてのお知らせ(NOP)の修正
プロジェクト名: 第20部門ポータル拡張・折り返し施設 (提案中のプロジェクト)
SCH番号: 2017101034
送り主: ロサンゼルス郡都市交通局 (メトロ、Metro)

作成についてのお知らせ修正の目的: メトロは 2017年10月18日に提案中のプロジェクト (SCH番号 2017101034)のお知らせを発表しました。30日間のスコーピング期間中 (2017年10月18日~11月17日)、当該局、機関、および関心ある当事者各位から電子メールや郵送を通じて、ならびに2017年10月25日と11月8日に開催されたスコーピング会合において、環境影響報告草案に関するコメントが寄せられました。スコーピング期間終了後に、提案中のプロジェクトの専有面積は、北サンタフェ・アベニュー100-120番の土地も含めるように拡張されました。本件のお知らせ修正の目的は、環境影響報告草案の分析のために提案中のプロジェクトの一部として土地の買収と再利用に関するコメントをお願いすることです。以前のプロジェクトのお知らせにあったスコーピング期間中に提出されたコメントは、メトロにより既に記録されており、再提出する必要はありません。追加のスコーピング会合は不要で予定されていません。

プロジェクトの位置と環境設定: 提案中のプロジェクトは既存の第20部門車両基地周辺内に位置することになります。第20部門車両基地はメトロのレッド・パープルラインの列車倉庫と補修施設を抱える約45エーカーの土地です。既存の車両基地は、東にロサンゼルス川、西にサンタフェ・アベニュー、北にデューク通り、南に6番通り橋を一般的な境界線としております。提案中のプロジェクトの土地は、既存の境界線の拡張を含めて、サンタフェ・アベニューに向けて西側、コマージャル通りに向けて北側です。プロジェクト現場の西側境界には、サンタフェ・アベニュー沿いの商業・産業用地、それに1番通り橋の南側のワン・サンタフェ複合用途施設も含まれます。プロジェクト現場の南側に隣接してアート地区があり、ここには住宅、産業利用、商業利用、アートギャラリー、および展示用倉庫などのスペースがあります。北側の土地利用には商業・産業用ビルが含まれ、貨物鉄道軌道を超えての東側にはロサンゼルス川があります。

プロジェクトの開始: 2017年3月23日に、当初調査・低減された否定的表明は、その日付でメトロ理事会により採択されました。それ以降、デザインチームは、折り返し施設での運転上の柔軟性を最適化するために様々なデザイン上の工夫を見てきました。こうした工夫には環境影響報告 (EIR)の背景の中で追加環境分析を要します。

カリフォルニア州環境品質法 (CEQA)に則って、メトロは第20部門ポータル拡張・折り返し施設のEIR草案プロセスに着手しました。メトロが提案中のプロジェクトの主導当局です。EIR草案はCEQAガイドラインの第15120~15132節に従って作成されます。このお知らせの目的は、EIR草案の作成に関して関心ある当事者各位に注意を喚起すること、CEQA スコーピング過程において市民の参加を呼び掛けることです。

プロジェクトの目的: 継続中のメトロパープルラインの西側拡張プロジェクト、車両拡張の妨げとなる倉庫の制約、および折り返し施設がないことを鑑み、提案中のプロジェクトの到達目標は、メトロの重軌条システム拡張とこれに関連する乗客の増加に対応することです。提案中のプロジェクトの2つの目的は以下の通りです。

目的 #1: メトロのレッドとパープルラインでのサービスレベル増加のために必要なコア能力の改善を構築すること。

目的 #2: ユニオン駅でより迅速で信頼できるサービスを列車が提供できるように新軌道とスイッチを構築すること。

プロジェクトの説明: 最新のプロジェクト説明は、元のプロジェクト説明の主要要素を含んでおり、それに加えて北サンタフェ・アベニュー100-120番の土地の買収と改修を含みます。

当初のNOPから変更されていないプロジェクトの説明:

提案中のプロジェクトは、第20部門車両基地における折り返し施設を調整するために既存の軌道とアクセス道路を再編し、新倉庫軌道を建設し、基地内の列車の動きを実質的に増やすべくメトロのレッド・パープルラインへと現在繋いでいるトンネルポータルを拡大するものです。既存の折り返し軌道は、6番通りに向かって拡張され、ユニオン駅でのより迅速なサービス時間を提供できるよう再編します。折り返しの全軌道は、既存の第20部門車両基地の敷地内となります。さらに、提案中のプロジェクトは、新たな交通輸送変電設備と緊急時の予備発電機を設置し、新倉庫軌道に列車をアクセスさせるように1番通り橋を改造します。提案中のプロジェクトは、以下の住所にある合計約 306,875 平方フィートにおよぶ既存のビルを取り壊すこととなります: 東テンプル通り 815番、センター通り234番、センター通り 210番、東1番通り1001番、および南サンタフェアベニュー 214 番。さらに、センター通りの東部分にあるジャクソン通り、バニング通り、およびデューク通りを空けます。

新たなプロジェクトの構成部分 - 北サンタフェアベニュー100-120番の買収:

北サンタフェ・アベニュー100-120番の土地をメトロが買収すること、新倉庫軌道によって置き換えられる 既存の補修方法 (MOW)機能に新たな場所を提供することになります。既存のビルは、メトロが使用するために改修・再利用され、この場所では大きな取り壊しや建設活動は計画されていません。さらに、MOW活動の大半はビル内で行われます。

可能性のある環境影響: EIR 草案の目的は、提案中のプロジェクトの環境への影響を開示することです。EIR草案は、CEQA ガイドラインの付録Gに挙げられている全課題に対応しており、主要な影響分野として確認された以下の課題には重点的に取り組んでいます:

- 美観
- 大気質
- 文化的な資源
- エネルギー資源
- 温室ガス排気
- 危険物や危険物質
- 騒音や振動
- 部族文化的な資源

建設中と運転中の実質的な影響を低減するためのプロジェクトの設計特徴と緩和方策は、EIR草案で確認できます。

コメントの締め切り: プロジェクト場所と説明、評価すべき影響、および評価に使うべき手法を含めて、EIR草案のスコーピングに関する書面コメントは、スコーピング期間中受け付けますが、メトロ宛に郵送あるいは電子メールの締め切りは2018年2月2日、以下の住所にお願いします。

住所: コメントの宛先 Cris B. Liban, D.Env., P.E., Executive Officer, Environmental Compliance and Sustainability, Metro, One Gateway Plaza, Mail Stop 99-16-9に、電子メールの場合には LibanE@metro.netまでお願いします。さらに詳しい情報入手するには、インターネット metro.net/capital/projects をご覧いただくか、地域社会関係マネージャの Michael Cortezまで、電子メール cortezmic@metro.net、あるいは電話213-922-4465にてご連絡ください。



Division 20 Portal Widening and Turnback Facility

Appendix D

Social Media

Appendix D.1

NOP Facebook & Twitter Posts

Appendix D.2

Revised NOP Facebook & Twitter Posts

Appendix D.1

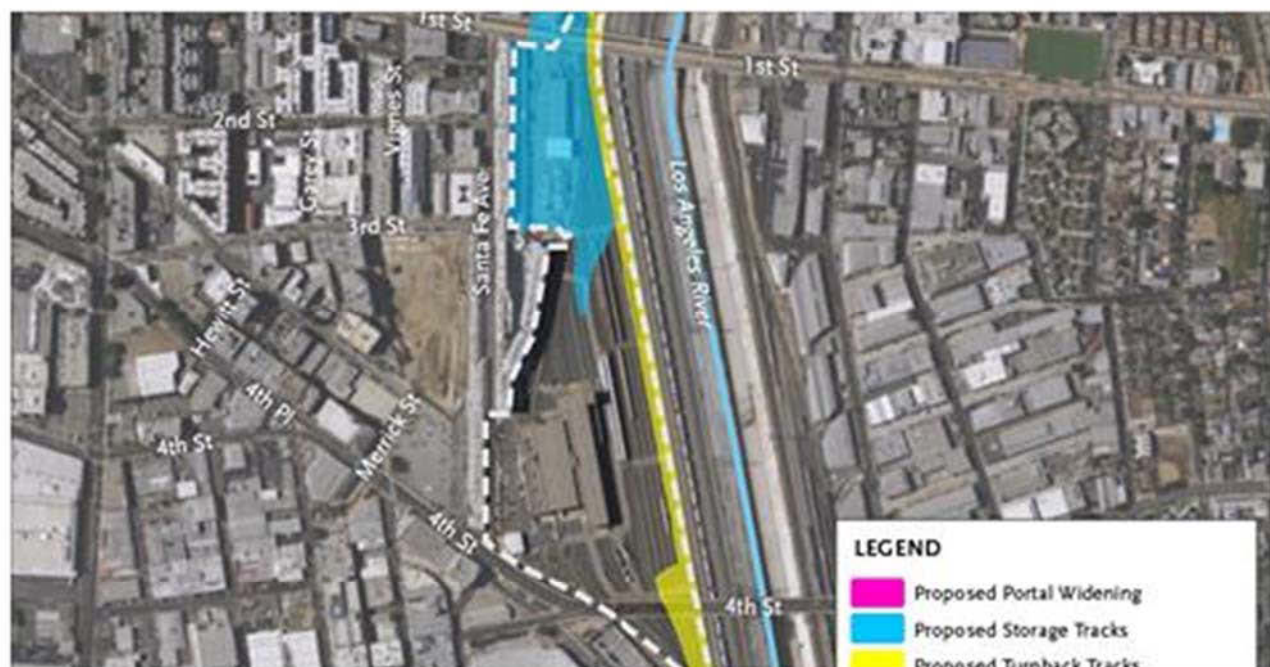
NOP Facebook & Twitter Posts



Metro Los Angeles

October 18 at 1:33pm · 🌐

Public scoping meetings will be held on Oct. 25 and Nov. 8.



Two public meetings upcoming for project at Union Station to improve subway capacity

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Metro Los Angeles

1 hr · 🌐

Public scoping meetings will be held on Oct. 25 and Nov. 8.



Two public meetings upcoming for project at Union Station to improve subway capacity

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M Metro ✓
@metrolosangeles

Tweets **56K** Following **1,011** Followers **79.4K** Likes **9,159** Lists **15**



1:51

38 513 754

M Metro ✓ @metrolosangeles · 1h
Attend one of 2 upcoming public meetings for the Division 20 Portal Widening and Turnback Facility project. mtrp.la/bkTo30fYsc9



4 4

M Metro ✓ @metrolosangeles · Oct 26
Attend one of 2 upcoming public meetings for the Division 20 Portal Widening and Turnback Facility project. mtrp.la/xxbX30g90km



1 4 5



Metro @metrolosangeles · Nov 3

Attend upcoming public meeting for the Division 20 Portal Widening and Turnback Facility project. mtr.o.la/AvD630gi1vj



3

2



Metro @metrolosangeles · Nov 6

Attend upcoming public meeting for the Division 20 Portal Widening and Turnback Facility project. mtr.o.la/Lpwm30fy/sxn



4

4

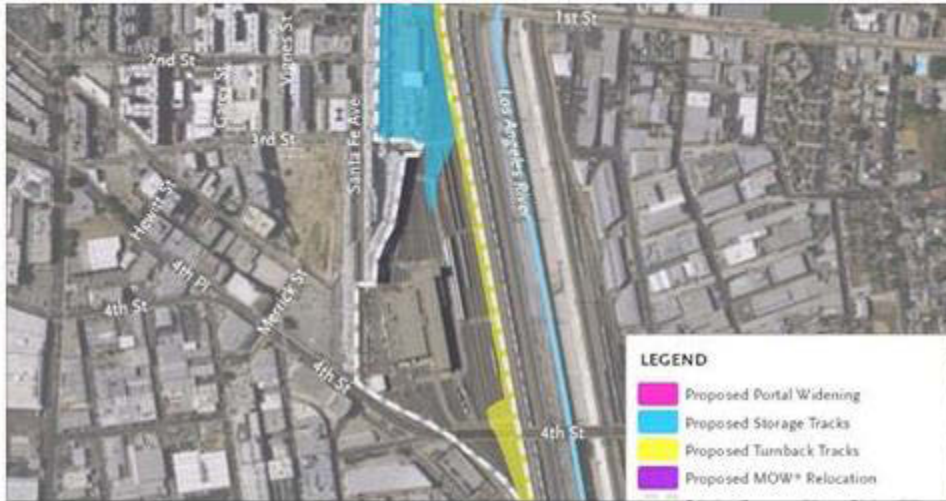
Appendix D.2

Revised NOP Facebook & Twitter Posts



January 4 · 🌐

Metro invites public comments until February 2, 2018.



Comment period opens on revised subway portal and turnback facility project

THESOURCE.METRO.NET

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💬 Comment

➦ Share



👍❤️😬 48

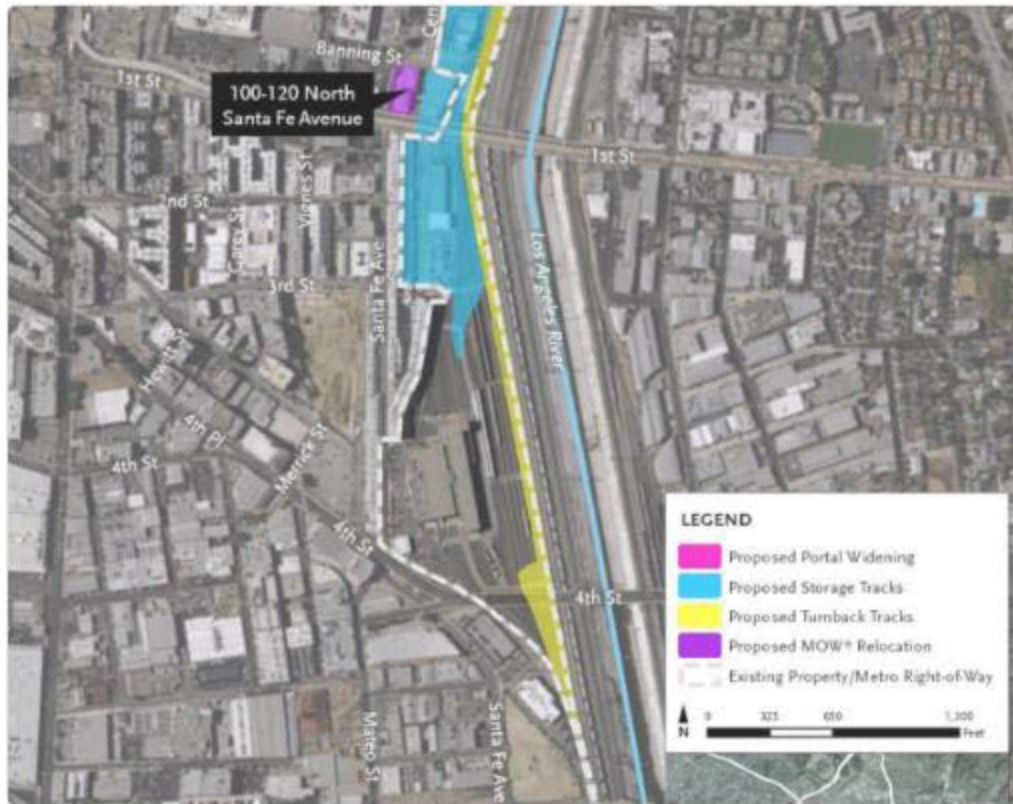
Top Comments ▾

4 Shares



Metro @metrolosangeles · Jan 4

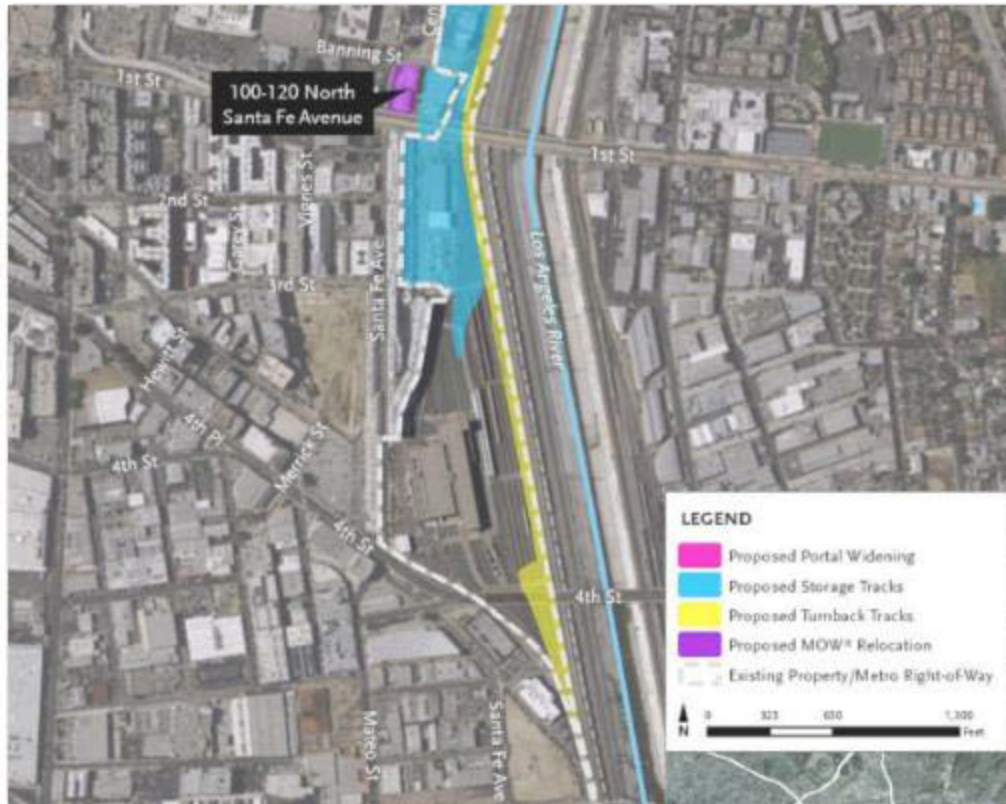
Public comment period for revised Notice of Preparation for the Division 20 Portal Widening and Turnback Facility project now open! metro.la/8m6o30hAq6E





Metro @metrolosangeles · Jan 8

Public comment period for revised Notice of Preparation for the Division 20 Portal Widening and Turnback Facility project now open! mtr.o.la/57w530hAqdG



1



5



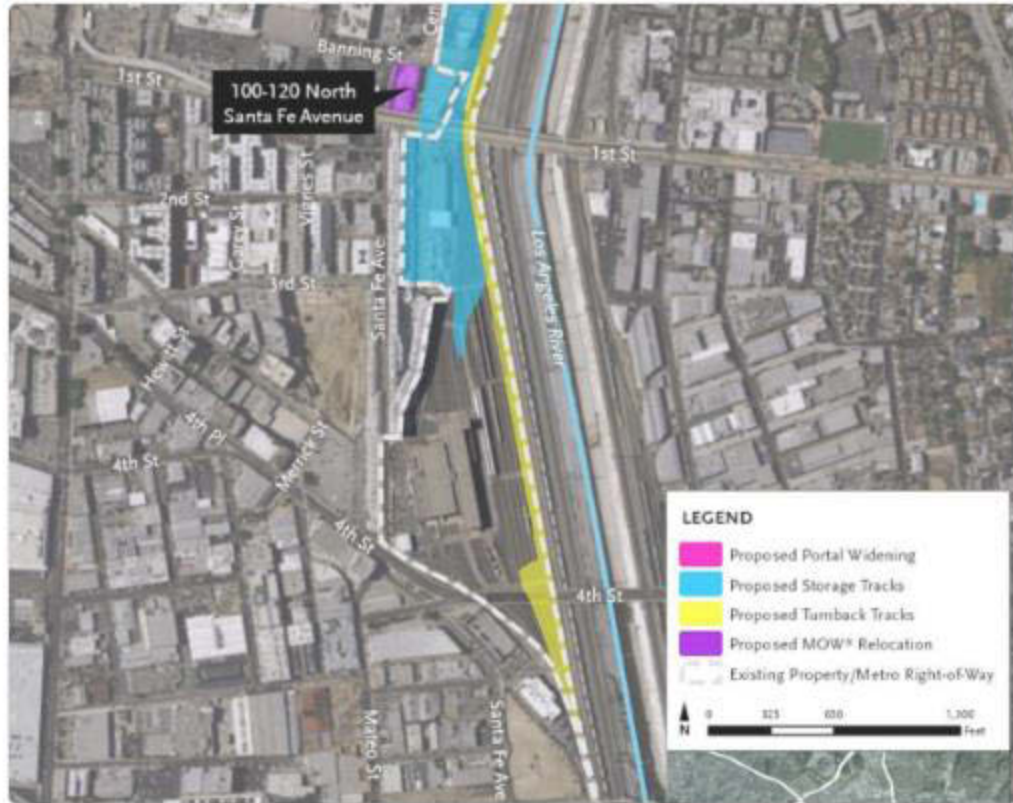
9



Metro @metrolosangeles · Jan 17

Public comment period for revised Notice of Preparation for the Division 20 Portal Widening and Turnback Facility project open through Feb. 2.

mtr.o.la/QiV930hAqqq



1



3



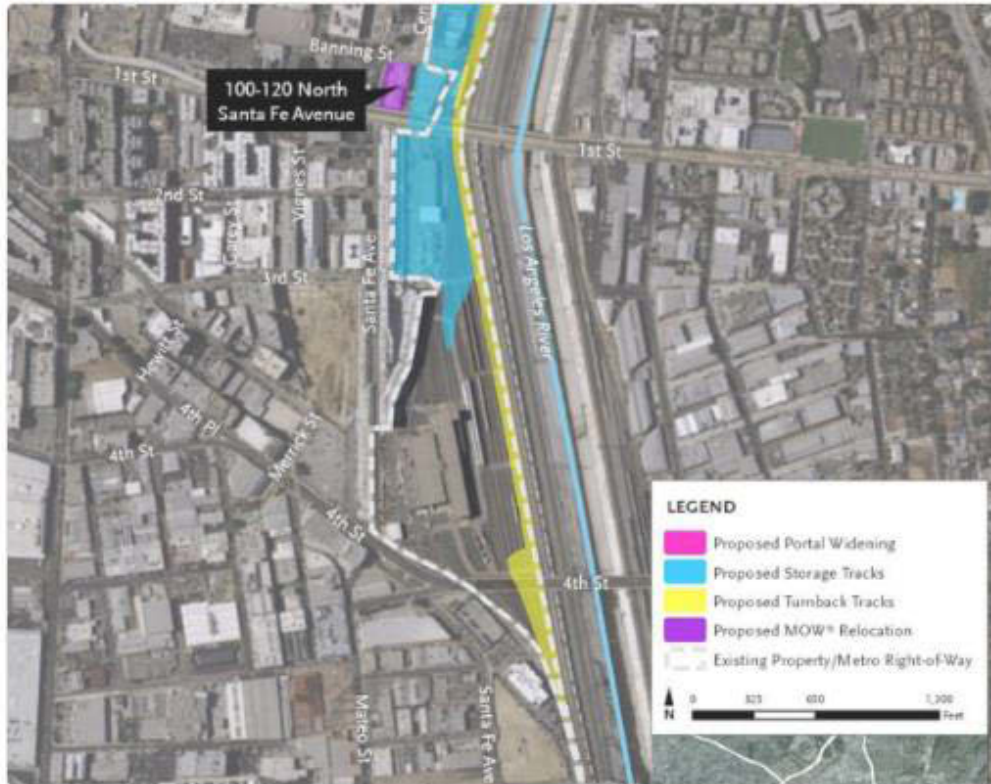
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Metro @metrolosangeles · Jan 29

Public comment period for revised Notice of Preparation for the Division 20 Portal Widening and Turnback Facility project open through Feb. 2.

mtr0.la/pQko30hAqwp





Division 20 Portal Widening and Turnback Facility

Appendix E

Blog Publications

Appendix E.1
NOP Blog Posts

Appendix E.2
Revised NOP Blog Posts

Appendix E.1

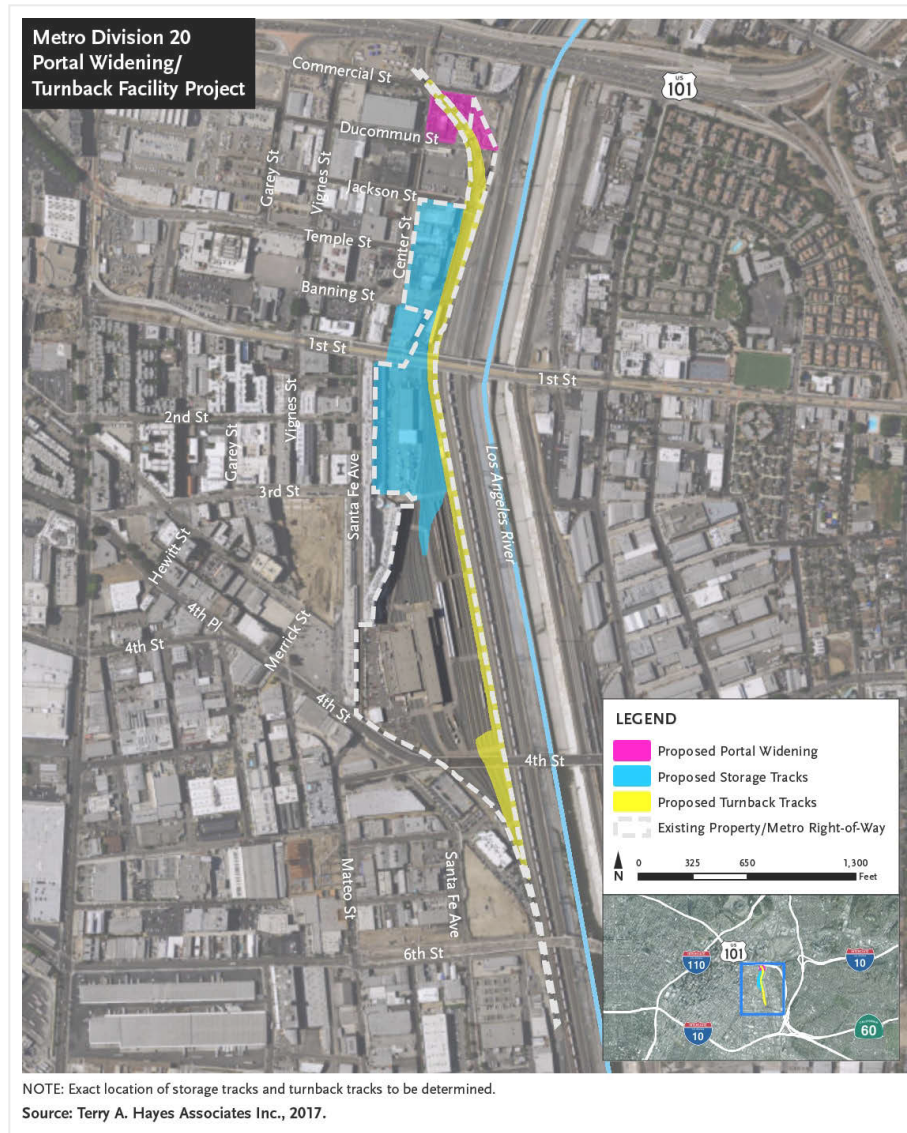
NOP Blog Posts

THE SOURCE

Two public meetings upcoming for project at Union Station to improve subway capacity

BY [STEVE HYMON](#) , [OCTOBER 18, 2017](#)

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Earlier today Metro released the Notice of Preparation (NOP) for the [Division 20 Portal Widening and Turnback Facility project](#), formerly known as the Red/Purple Line Core Capacity Improvements. The project was environmentally cleared as an Initial Study/ Mitigated Negative Declaration in March 2017. The design team has since been looking at design changes to improve the turnback facility and has determined that the project will be cleared through an Environmental Impact Report (EIR).

Two public scoping meetings will be held for the project that will allow Red and Purple Line subway trains to turn around more quickly at Union Station. The project will also make it possible to run more trains on both lines and to create faster headways (time between trains) between Union Station, Wilshire/ Vermont and Civic Center Stations.

The meeting dates and locations are:



A view of the rail yards for the Red/Purple Line subway and the entrance to the tunnel at bottom left. Photo by Steve Hymon/Metro.

Wednesday, October 25, 2017

6:30 p.m. to 8 p.m.

Art Share L.A.

[801 East 4th Place](#)

Los Angeles, CA 90013

Street parking only.

Wednesday, November 8, 2017

3 p.m. to 5 p.m.

Japanese American Cultural and Community Center

Japanese Cultural Room, Floor 5

[244 S. San Pedro Street](#)

Los Angeles, CA 90012

The formal name of the project is the [Division 20 Portal Widening and Turnback Facility Project](#). The project is about to enter its formal environmental study phase and the meetings are a chance to learn what will be studied and to suggest any other topics or issues that should be addressed in the project's Environmental Impact Report.

Getting more trains in and out of Union Station more quickly is crucial as the Purple Line is currently being extended to the Miracle Mile, Beverly Hills, Century City and Westwood in the coming years. The first 3.9-mile section to new stations at Wilshire/La Brea, Wilshire/Fairfax and Wilshire/La Cienega is scheduled to open in 2023.

The project has two basic components. One is widening the tunnel entrance between Union Station and the Red/Purple Line subway yards in the downtown L.A. Arts District. The other part of the project involves building

new tracks in the yard where trains that just dropped of passengers at Union Station could turn around and quickly go back to Union Station.

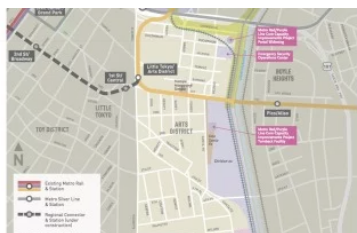
The project is planned to be designed and built in such a way as not to preclude a future Arts District subway station. That project has not been given the go-ahead by the Metro Board, nor does it have funding — although it certainly has been discussed as a possible, separate project for the future. You can read more about [that Board report here](#).

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Subway capacity project coming soon
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Fresh map: the many projects near and dear to Union Station
April 18, 2017
In "Projects"

CATEGORIES: [Projects](#)
TAGGED AS: [Division 20 Portal Widening and Turnback Facility Project](#), [downtown Los Angeles](#), [dtdla](#), [environmental impact report](#), [Purple Line Extension](#), [Red/Purple Line](#), [scoping meetings](#), [subway yard](#), [time and location](#), [Union Station](#)

How We Roll, Oct. 17: Twitter Tuesday, congestion pricing vs L.A.

13 replies >

Daniel Lucero

New report details Metro's progress on reducing impact on environment



October 18, 2017 at
11:25 am

There is a switch before entering Union station in the station box, I dont understand why that can not be used to speed up trains rather than putting a switch / turn back on the other side of the station? what am I missing here?



Steve Hymon

October 18, 2017 at 11:51 am

Hi Daniel;

Some of the subway trains use those switches now to change tracks. That's why some trains slow down before entering Union Station and after exiting it with passengers. That slows down service — plus it's no fun for passengers to be on a train that is crawling despite having its own right-of-way in a tunnel.

This project would essentially move the switches to the other side of Union Station — so trains can switch tracks after dropping off passengers and before picking them up. That means more trains with passengers can run in and out of Union Station.

Hope that makes sense!

Steve Hymon
Editor, The Source



Morris Warren

October 18, 2017 at 2:29 pm

Hi Steve,

I have always wondered: does the switch get activated by the train's motorman or by an outside operator, or is it fully automatic?

Same question when a train approaches a wye?



GO Doyers

October 18, 2017 at 1:44 pm

Steve, Its more than that. There is already an interlocking east side of Union Station that allows the trains to crossover and back. The project to the Yard

and back would be a total different operation to get more trains in service or a lesser headway.



BradTom

October 18, 2017 at 4:10 pm

Steve, please explain this. Why do the some trains completely stop at the incoming edge of the platform then crawl into the station while not using the switch? Happens on both the red/purple lines coming and going. While some come to a stop, then put the peddle to the metal only to slam on the breaks. Can you say Highland Park Station.



Urban Engineering

October 21, 2017 at 9:06 am

It's part of the automatic train operation/protection system. At the end of the line, the system makes extra super sure the train isn't going to run off the edge of the platform. Since the Red/Purple Line trains are otherwise mostly automatic, this means the automatic control brings the train to a complete stop and waits for the operator to push a button to signal that everything looks ok. Then the train can pull into the station.

Similar stops and slow motion happened at Culver City Station on Expo before Phase 2 was built. At the time, overrunning the platform meant the train was going to fall 100ft onto Venice Blvd. Expo isn't operated by computer, but does have Automatic Train Protection, which has the power to stop the train if it doesn't obey certain restrictions. One of those restrictions is a sign before the station that read "Stop and Proceed".

[Today's Headlines – Streetsblog Los Angeles](#)

October 19, 2017 at 8:19 am

[...] [Metro Announces Meetings For Union Station Turn-Around Project \(The Source\)](#) [...]



Frank Mastroly

October 19, 2017 at 10:23 am

This is something that should have been done when the Red Line was first constructed,

As it is now, a train changing ends (a rail transit term for reversing direction) in the station blocks an arriving train, This project should result in more trains simultaneously changing ends without blocking the station platforms. Thus an arriving train will be able to access the station without having a preceding train blocking access to the station. Also, the east bound platform can now be used for all arriving trains instead of having them cross over upon arrival. This in itself slows down arriving trains even if the west bound (normal departure) platform is clear.

This same situation will exist at Metro Center until the Regional Connector is fully operational, As it is now, arriving Blue and Expo trains sometimes have to hold until a departing train exists the station.



pissed customer

October 19, 2017 at 10:45 am

They need to stop the homeless and the young teenagers that like to start drama, smoke their weed, start fights, and the free riders to stop avoiding fare. I don't ever ride the subway because of all of this crap!



James

October 19, 2017 at 11:45 am

Anything that improves the current headways on the red/purple line is good news. It's embarrassing how much time we have to wait between trains. In most major cities, if you miss one train, you only have wait between 3-6 minutes before another one arrives. Sometimes less, but I'm not expecting metro to morph into the London Underground anytime soon.



PhantomCommuter

October 24, 2017 at 2:10 pm

BART runs every 20 minutes off-peak in the Bay Area



Wanderer

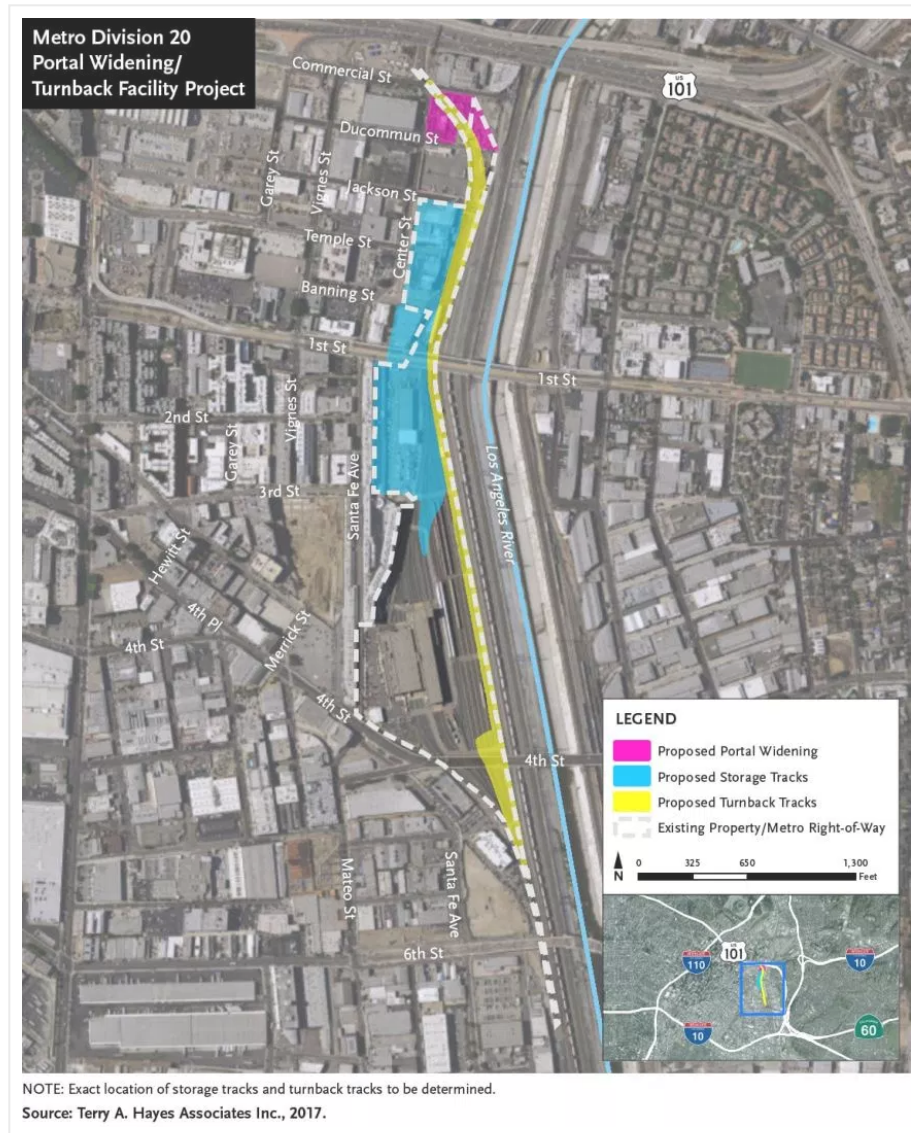
October 26, 2017 at 9:34 pm

ELpasajero

proyecto para permitir que los trenes den vuelta más rápido en Union Station

BY MARIA LUISA ARREDONDO , OCTOBER 18, 2017

DERECHOS DE
AUTOR
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Hoy por la mañana Metro dio a conocer el Aviso de Preparación (NOP) para el **Proyecto de la Ampliación del Portal de la División 20 y la Instalación para el Regreso de Trenes**, anteriormente conocido como las Mejoras para la Capacidad Central de las Líneas Red/Purple. El proyecto fue aprobado en el área ambiental con la Declaración/Estudio de Mitigación en marzo de 2017. Desde entonces, el equipo de diseño ha estado explorando cambios para mejorar la instalación de regreso de los trenes y ha determinado que el proyecto sea aprobado mediante el Reporte del Impacto Ambiental (EIR).

Para dar a conocer los detalles del proyecto se llevarán a cabo dos reuniones públicas que permitirán que los trenes subterráneos de las líneas Red y Purple den vuelta más rápido en Union Station. El proyecto también hará posible que más trenes pasen en ambas líneas y creará recorridos más rápidos entre las estaciones Union Station, Wilshire/ Vermont y Civic Center.

Aquí, las fechas y lugares de las reuniones:

Miércoles 25 de octubre de 2017

6:30 p.m. a 8 p.m.

Art Share L.A.

[801 East 4th Place](#)

Los Angeles, CA 90013

Estacionamiento en la calle

Miércoles 8 de noviembre de 2017

3 p.m. a 5 p.m.

Japanese American Cultural and Community Center

Japanese Cultural Room, Piso 5

[244 S. San Pedro Street](#)

Los Angeles, CA 90012

El nombre oficial en inglés del proyecto es [Division 20 Portal Widening and Turnback Facility Project](#). El proyecto está por entrar en la fase de estudio ambiental y las reuniones ofrecen una oportunidad para saber más sobre él y sugerir tópicos que se deben abordar en el Reporte del Impacto Ambiental.

Lograr que los trenes entren y salgan más rápido de Union Station es crucial porque la Purple Line se está extendiendo hasta Miracle Mile, Beverly Hills y Century City y en los próximos años llegará a Westwood. La primera sección de 3.9-millas tendrá nuevas estaciones en Wilshire/La Brea, Wilshire/Fairfax y Wilshire/La Ciénaga y se espera que se inaugure en 2023.

El proyecto tiene dos componentes básicos. Uno es la ampliación del túnel de entrada entre Union Station y los patios subterráneos de la Red/Purple Line en el centro de L.A. La otra parte involucra la construcción de nuevas vías en los patios, donde los trenes dejan a los pasajeros en Union Station y donde podrían dar la vuelta más rápido de regreso a Union Station.

El proyecto se ha planeado y diseñado de tal manera que no impida la construcción de una futura estación subterránea en Arts District. Ese proyecto todavía no ha sido aprobado por la Junta de Metro ni tiene fondos, aunque se ha discutido como algo posible. Pueden leer más en [este reporte de la Junta](#).

COMPÁRTELO EL PASAJERO:



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Reunión comunitaria sobre el proyecto para que los trenes den vuelta más rápido en Union Station

December 21, 2016

In "Proyectos"

El director general ejecutivo de Metro dice que no hay fondos para una estación en Arts District

November 17, 2017

In "Noticias de Transporte"

Los proyectos de Metro alrededor de Union Station

April 19, 2017

In "Medida R"

CATEGORIES: [Proyectos](#)
TAGGED AS: [Beverly Hills](#), [Century City](#), [Division 20](#), [El Pasajero](#), [Metro](#), [Purple Line](#), [Red Line](#), [Union Station](#), [Westwood](#)

Este fin de semana: autobuses reemplazarán a la Blue Line entre las estaciones Slauson y Willowbrook /Rosa Parks

Nuevo reporte detalla el progreso de Metro en reducir el impacto ambiental

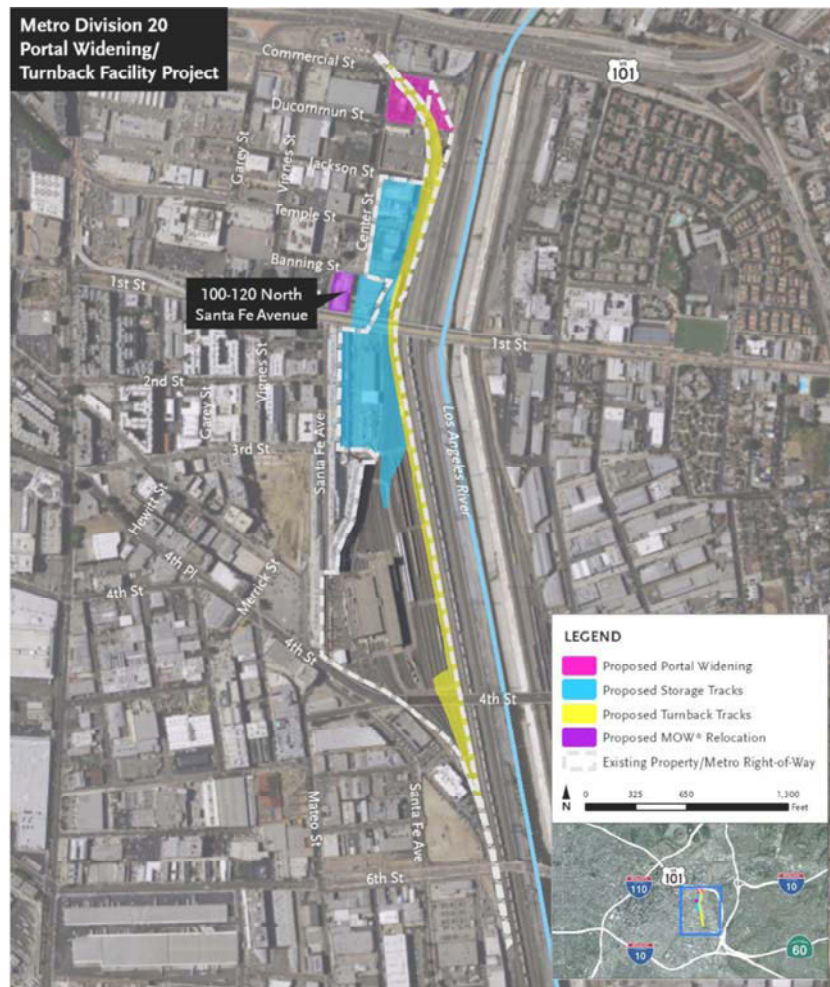
Appendix E.2

Revised NOP Blog Posts

Comment period opens on revised subway portal and turnback facility project

BY STEVE HYMON , JANUARY 3, 2018

Figure 1. Project Map – Overview



(http://s3-us-west-2.amazonaws.com/media.thesource.metro.net/wp-content/uploads/2018/01/03170246/metro_division_20_revised_nop.jpg)

Heads up, folks: Metro released a Notice of Preparation (NOP) for the [Division 20 Portal Widening and Turnback Facility project](https://nao1.safelinks.protection.outlook.com/?url=https%3A%2F%2Ft.e2ma.net%2Fclick%2F72a90c%2Frm3rwu%2Ff5t7gn&data=01%7C01%7Chymons%40metro.net%7C8c84f23cbfe04ec3325c08d5530b733a%7Cab57129bdbfd4caca77fc74c40364af%7Co&sdata=ooTDrwBYpsYticg4qbixBe6dJb4AScCfTADagupzE%3D&reserved=0) (<https://nao1.safelinks.protection.outlook.com/?url=https%3A%2F%2Ft.e2ma.net%2Fclick%2F72a90c%2Frm3rwu%2Ff5t7gn&data=01%7C01%7Chymons%40metro.net%7C8c84f23cbfe04ec3325c08d5530b733a%7Cab57129bdbfd4caca77fc74c40364af%7Co&sdata=ooTDrwBYpsYticg4qbixBe6dJb4AScCfTADagupzE%3D&reserved=0>) on October 18, 2017, hosted scoping meetings and recorded public comments until November 17, 2017. Since then, Metro has released a **revised NOP** to notify the public that the proposed project footprint has been expanded to include the property at 100-120 North Santa Fe Avenue.

This is the project that will allow Red/Purple Line trains to turn around more quickly at Union Station and will make it possible to run more subway trains on the Red and Purple Lines.

Metro invites public comments until **February 2, 2018**, on the acquisition and reuse of this additional property, as part of the analysis for the Draft Environmental Impact Report.

The revised NOP is

here: https://media.metro.net/projects_studies/capital_projects/images/metro_division_20_revised_nop.pdf (https://media.metro.net/projects_studies/capital_projects/images/metro_division_20_revised_nop.pdf)

Metro will accept public comments about the revised NOP **January 3 – February 2, 2018**. Comments submitted about the initial NOP from October 18- November 17, 2017 have been recorded by Metro and do not need to be resubmitted. No additional scoping meetings are scheduled.

Anyone can submit a comment about the revised NOP **until February 2, 2018** via mail or email to the following:

Cris B. Liban, Executive Officer, Environmental Compliance and Sustainability
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-16-9
Los Angeles, CA 90012
libane@metro.net

Questions? Please contact Michael Cortez, Community Relations Manager at 213.922.4465 or div20portalwidening@metro.net or visit our project website [here](#).

Related



Two public meetings upcoming for project at Union Station to improve subway capacity
October 18, 2017
In "Projects"



Subway capacity project coming soon
December 20, 2016
In "Projects"

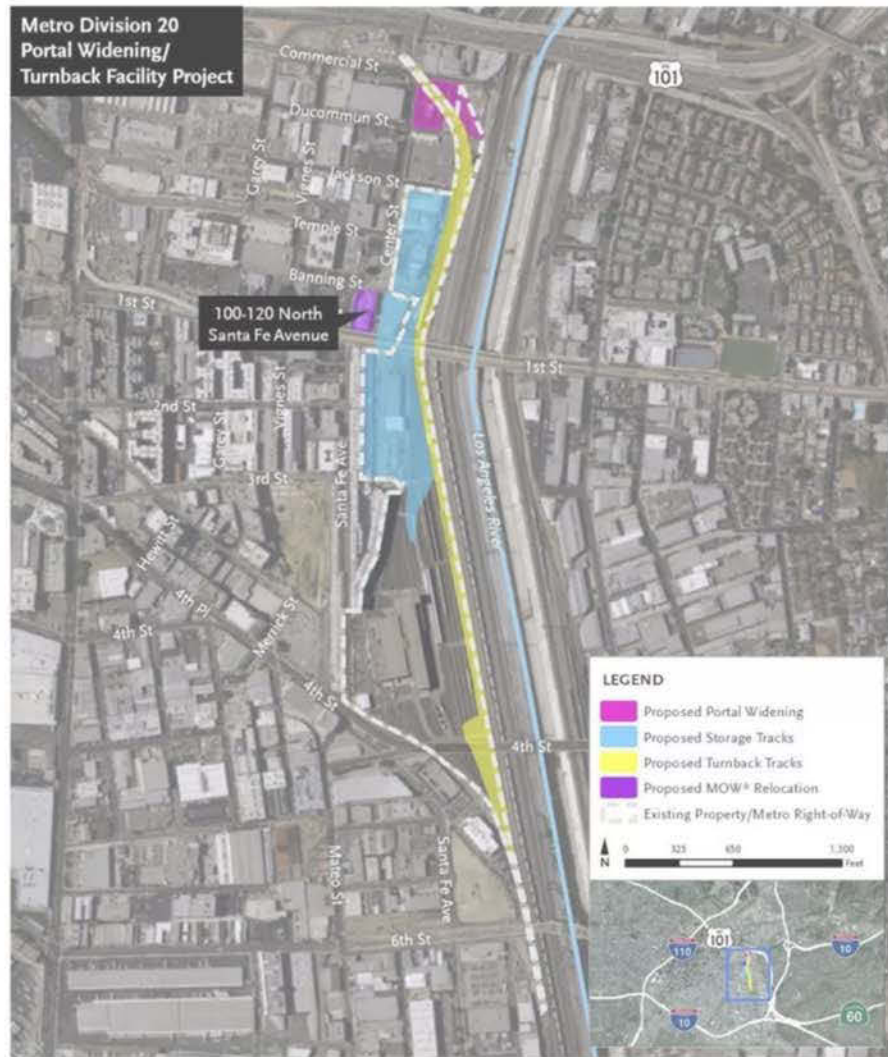


Fresh map: the many projects near and dear to Union Station
April 18, 2017
In "Projects"

Se inicia el periodo de comentarios para el proyecto de la ampliación del portal y las instalaciones para dar vuelta en la División 20

BY MARIA LUISA ARREDONDO , JANUARY 4, 2018

Figure 1. Project Map – Overview



Metro dio a conocer su Aviso de Preparación (NOP) para el **Proyecto de la Ampliación del Portal y de las Instalaciones para dar Vuelta en la División 20** el 18 de octubre de 2017 y organizó juntas comunitarias y recabó comentarios públicos hasta el 17 de noviembre del año pasado. Desde entonces, Metro ha dado a conocer la **revisión del NOP** para notificar al público que la propuesta original del proyecto se ha ampliado para incluir la propiedad ubicada en 100-120 de

North Santa Fe Avenue. Este es el proyecto que permitira a los trenes de las líneas Red/Purple dar vuelta más rápido en Union Station y hará posible que pasen más trenes en esas dos líneas. Metro invita al público a comentar sobre esta adquisición hasta el **2 de febrero de 2018**, como parte del análisis del Borrador para el Reporte del Impacto Ambiental.

Este es el enlace para consultar el NOP revisado: https://media.metro.net/projects_studies/capital_projects/images/metro_division_20_revised_nop.pdf
(https://media.metro.net/projects_studies/capital_projects/images/metro_division_20_revised_nop.pdf)

Metro aceptará comentarios del público sobre este NOP revisado del **3 de enero al 2 de febrero de 2018**. Los comentarios sobre el NOP original, que fueron entregados entre el 18 de octubre y el 17 de noviembre de 2017, ya están registrados y no se necesita enviarlos de nuevo. No se han programado reuniones comunitarias adicionales. Los comentarios sobre el NOP revisado **hasta el 2 de febrero de 2018** se deben **enviar** por correo electrónico o regular a:

Cris B. Liban, Executive Officer, Environmental Compliance and Sustainability

Los Angeles County Metropolitan Transportation Authority

One Gateway Plaza, Mail Stop 99-16-9

Los Angeles, CA 90012

libane@metro.net

Para más información por favor contacten a Michael Cortez, gerente de Relaciones Comunitarias al 213.922.4465 o a div2oportalwidening@metro.net .También pueden visitar la página del proyecto [aquí](#).

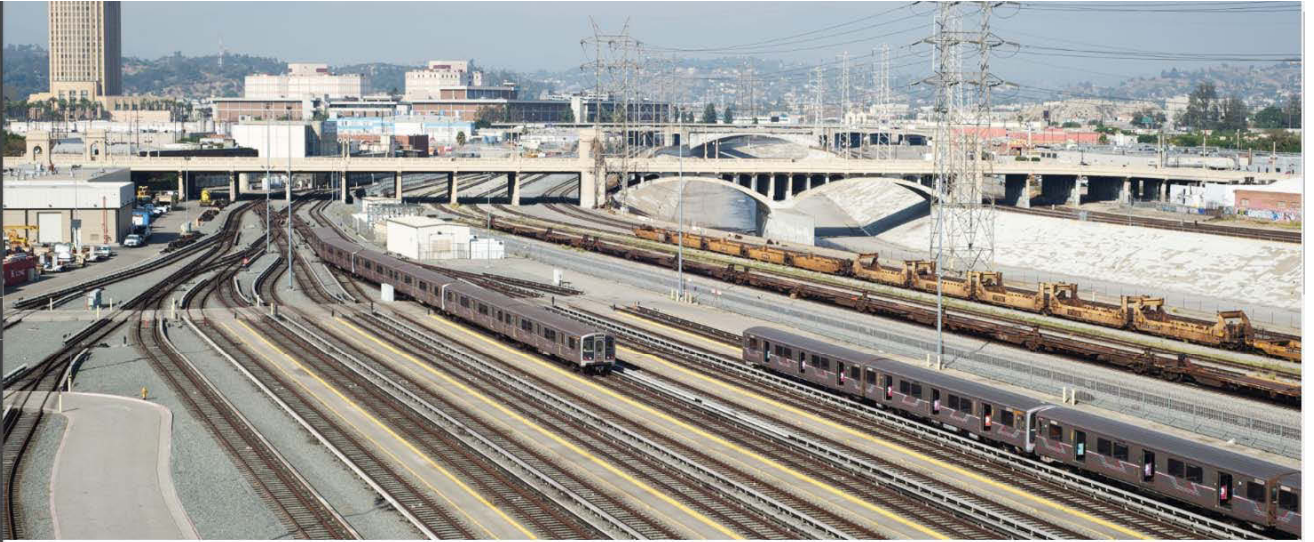
Related



Division 20 Portal Widening and Turnback Facility

Appendix F

Project Website



Division 20 Portal Widening & Turnback Facility Project

Overview **Next Steps** Project Map The Source

Under the initial design, Metro finalized the Initial Study/Mitigated Negative Declaration (IS/MND) in March 2017. However, through further design refinement, the project was reconfigured to accommodate more storage tracks and relocate the turnback facility. To further explain these project changes, Metro has decided to move forward with an Environmental Impact Report (EIR) for the project.

Metro released a Notice of Preparation (NOP) on October 18, 2017, which is the first step in the environmental review process. Two public scoping meetings were held in late October/early November 2017 to introduce the project and gather community input. Metro accepted public comments on the NOP from October 18 to November 17, 2017. To learn more about the [project's NOP](#).

Metro is now reviewing public comments received during the scoping period and will commence technical studies for the project, with the Draft Environmental Impact Report (DEIR) anticipated to be released in Spring 2018.



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Contact Us ^

Project Contact:
Project Hotline: 213.922.6913

Michael Cortez, Manager of Community Relations
213-922-4465
cortezmic@metro.net

Matthew Marquez, Community Relations Officer
213-922-5648
marquezmat@metro.net

Christina Harrington, Transportation Associate
213-922-5629
harringtonc@metro.net

Fact Sheets ▾

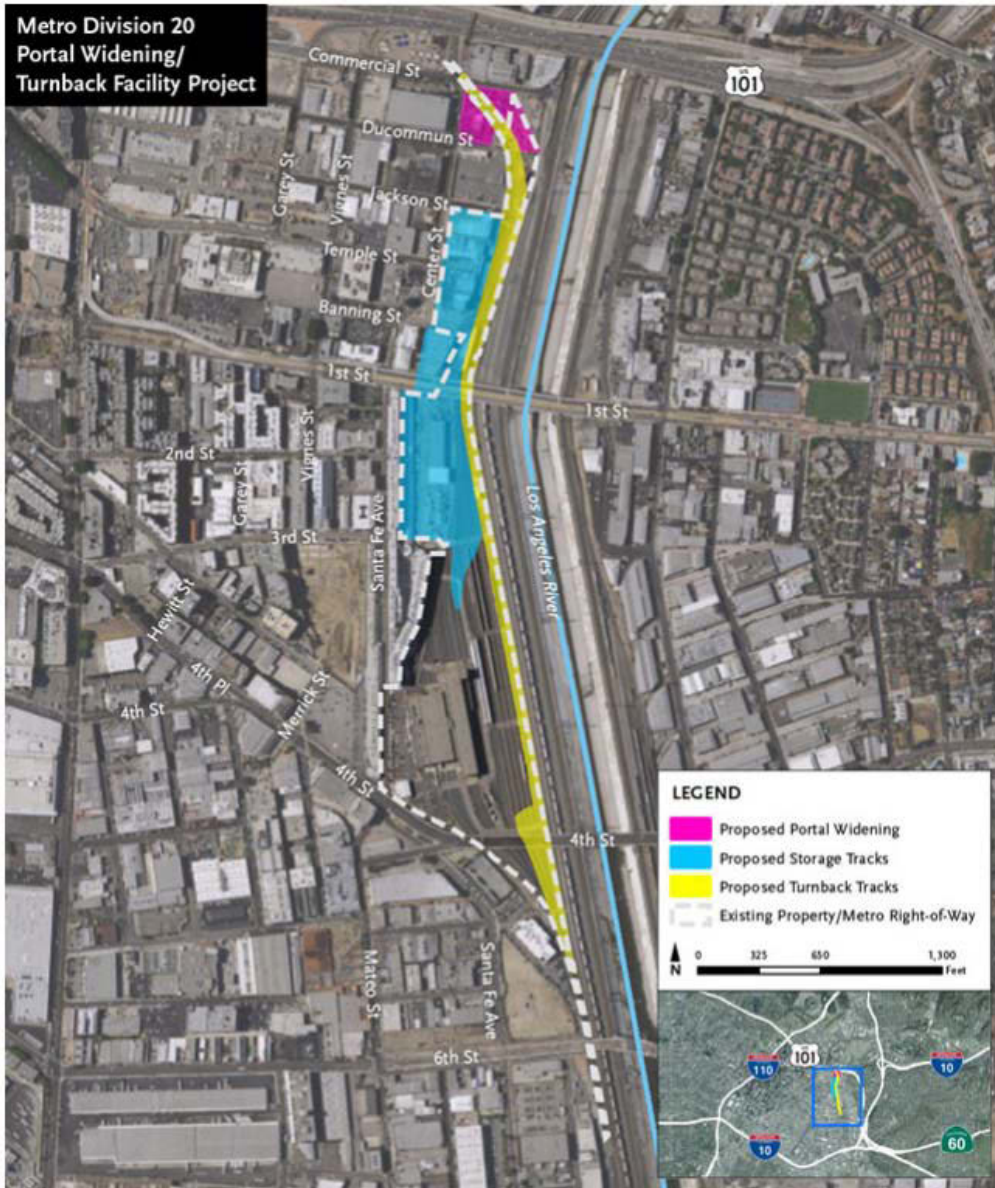
Nearby Projects ▾

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Meetings ▾

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**Metro Division 20
Portal Widening/
Turnback Facility Project**



NOTE: Exact location of storage tracks and turnback tracks to be determined.

Source: Terry A. Hayes Associates Inc., 2017.

 [Arts District Project Area Map](#)



Division 20 Portal Widening and Turnback Facility

Appendix G

E-blast Notifications

NOP E-blasts G.1

Appendix G.1.1

Meeting Invitation

Appendix G.1.2

Reminder #1

Appendix G.1.3

Reminder #2

Appendix G.1.4

Thank You #1 / Reminder #3

Appendix G.1.5

Reminder #4

Appendix G.1.6

Thank You #2

Appendix G.1.7

Stay Connected

Appendix G.1.8

Last Day to Comment

Revised NOP E-blasts G.2

Appendix G.2.1

Revised NOP Request for Comment

Appendix G.2.2

Revised NOP Reminder #1

Appendix G.2.3

Revised NOP Reminder #2

Appendix G.2.4

Revised NOP Reminder #3

Appendix G.2.5

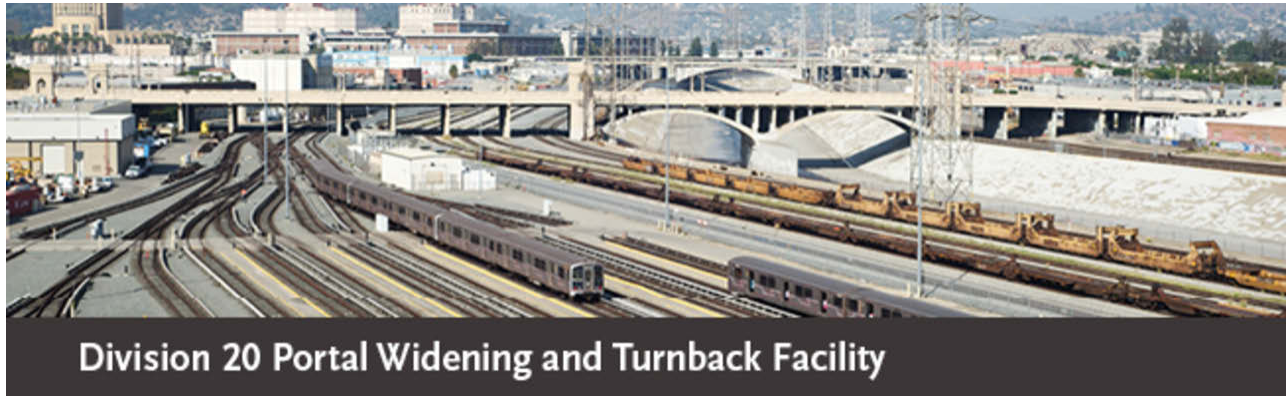
Revised NOP Thank You

Appendix G.1

NOP E-blasts

Appendix G.1.1

Meeting Invitation



We want to hear from you!

Formerly known as the Red/Purple Line Core Capacity Improvements Project, the [Division 20 Portal Widening and Turnback Facility Project](#) aims to accommodate increased service levels on the Metro Red/Purple Lines. To achieve this, Metro is planning facility improvements, like new tracks, switches, and train storage, to allow for improved service times at Union Station and throughout the Metro Red/Purple Line system.

Due to significant project design changes that will enhance Metro's ability to turn trains around faster and maintain right-of-way access, Metro has decided to move forward with an Environmental Impact Report (EIR) for the modified project. We will be **releasing a Notice of Preparation (NOP) next month**, the first step in the EIR process. Once released, it will be available for the public to review during a 30-day comment period, so look out for our future email announcing its release!

[Learn what a NOP is](#)

Save the date!

Metro will hold two scoping meetings to share the latest updates on the project, next steps, and gather community input. These community meetings will be held on:

Wednesday, October 25, 2017

6 - 8 p.m.

[Art Share L.A.](#)

801 E 4th PI

Los Angeles, CA 90013

Free structure parking (after 5 p.m.)

Wednesday, November 8, 2017

3 - 5 p.m.

Japanese American Cultural and Community Center

Japanese Cultural Room, Floor 5

244 S San Pedro St.

Los Angeles, CA 90012

Parking validation available.

Plan your trip at metro.net or by calling 323.GO.METRO (323.466.3876). All Metro meetings are held in ADA accessible facilities. Spanish and Japanese translation is provided. Other ADA accommodations and translations available by calling 213.922.2499 at least 72 hours in advance.

Questions?

Please visit our [project website](#) for more information or contact Michael Cortez, Community Relations Manager at 213.922.4465 or cortezmic@metro.net.

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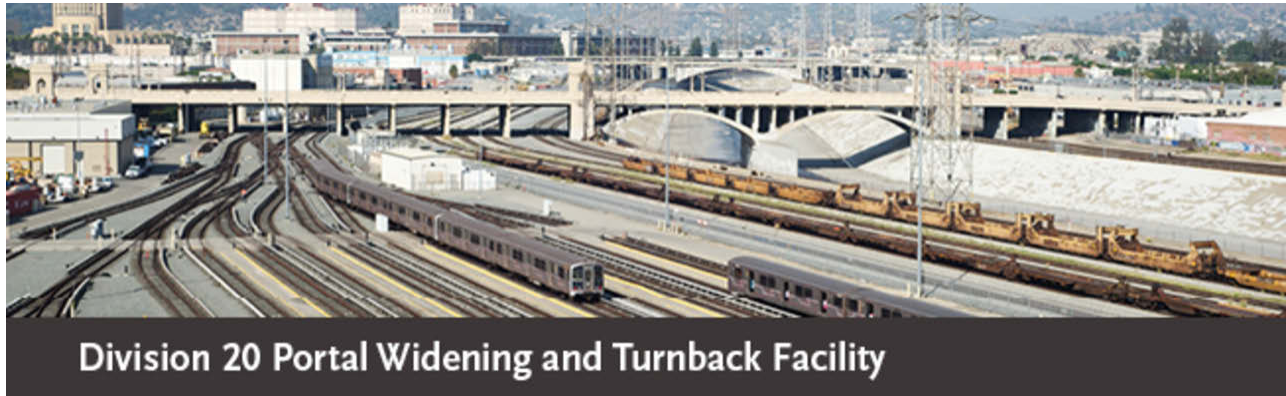
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Appendix G.1.2
Reminder #1



We want to hear from you!

The Notice of Preparation (NOP) for the the [Division 20 Portal Widening and Turnback Facility Project](#) has been released today! This is the first step in the environmental review process for the project's Environmental Impact Report (EIR). Metro will accept public comments on the NOP from October 18 to November 17, 2017.

[Find the NOP here](#)

Formerly known as the Red/Purple Line Core Capacity Improvements Project, the [Division 20 Portal Widening and Turnback Facility Project](#) aims to accommodate anticipated increased service levels on the Metro Red/Purple Lines by planning facility improvements in the Division 20 rail yard, located west of the Los Angeles River. Proposed improvements include new tracks, switches, and train storage. For more information about the project, visit metro.net/capitalprojects

Provide your comments!

The NOP is open to public comment from October 18 - November 17, 2017. Metro will hold two scoping meetings to share the latest updates on the project, next steps, and gather community input. These community meetings will be held on:

Wednesday, October 25, 2017

6 - 8 p.m.

[Art Share L.A.](#)

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Can't attend the meetings?

Anyone can submit a comment about the NOP via mail or email to the following, until November 17, 2017:

Cris B. Liban, Executive Officer, Environmental Compliance and Sustainability
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-16-9
Los Angeles, CA 90012
libane@metro.net

Questions?

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Appendix G.1.3
Reminder #2

Jason Jackson

From: LA Metro, Community Relations <cortezmic@metro.net>
Sent: Tuesday, October 24, 2017 9:34 AM
To: Jason Jackson
Subject: REMINDER: Division 20 scoping meeting is tomorrow



Division 20 Portal Widening and Turnback Facility

The 1st scoping meeting is *tomorrow* and we want your input!

The Notice of Preparation (NOP) for the Division 20 Portal Widening and Turnback Facility Project was released on October 18, 2017. Metro is accepting public comments about NOP until November 17, 2017. This is the first step in the environmental review process for the project's Environmental Impact Report (EIR) and we want to hear what you think!

[Find the NOP here](#)

Metro will hold two scoping meetings to share the latest updates on the Division 20 Portal Widening and Turnback Facility Project, discuss next steps, and gather community input. These community meetings will be held on:

Wednesday, October 25, 2017

6 - 8 p.m.

Art Share L.A.

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Can't attend the meetings?

Anyone can submit a comment about the NOP via mail or email to the following, until November 17, 2017:

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One Gateway Plaza, Mail Stop 99-16-9
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Questions?

Read our Frequently Asked Questions [here](#) or contact Michael Cortez, Community Relations Manager at 213.922.4465 or cortezmic@metro.net

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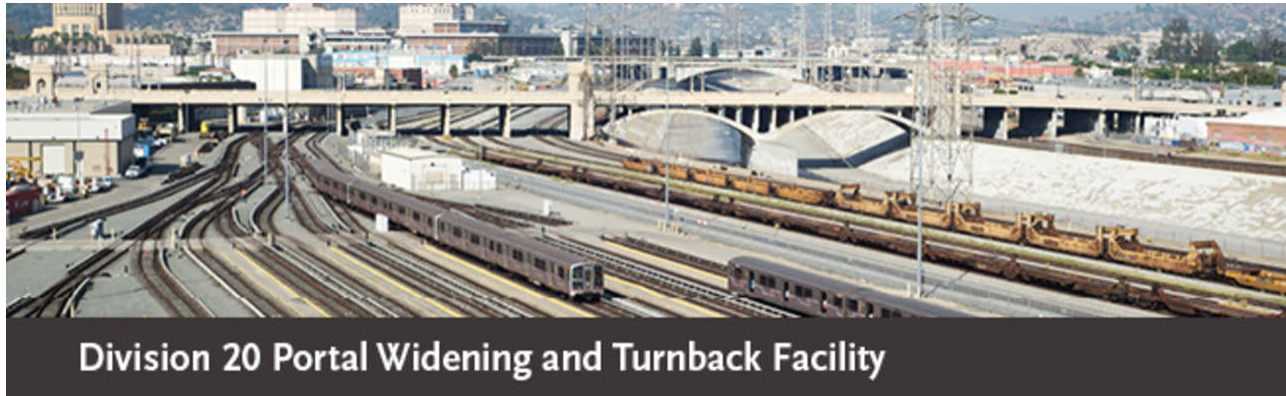
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Appendix G.1.4

Thank You #1 / Reminder #3



Thank you for joining us!



Thank you to those who were able to attend our scoping meeting on Wednesday October 25, 2017 from 6-8pm at [Art Share L.A.](#) Attendees were able to learn more about the [Division 20 Portal Widening and Turnback Facility project](#) and provide comments about the Notice of Preparation (NOP) that was released on October 18, 2017. We appreciate the comments and questions from the community. Comments can be submitted about the NOP until **Friday, November 17, 2017** via mail or email to the following:

Cris B. Liban, Executive Officer, Environmental Compliance and Sustainability
 Los Angeles County Metropolitan Transportation Authority
 One Gateway Plaza, Mail Stop 99-16-9
 Los Angeles, CA 90012

libane@metro.net

[Find the NOP here](#)

Couldn't attend the last scoping meeting? Join us for the next one on November 8!

Metro will hold one more scoping meeting to share the latest updates on the [Division 20 Portal Widening and Turnback Facility Project](#) , discuss next steps, and gather community input. The last scoping meeting will be held on:

Wednesday, November 8, 2017

3 - 5 p.m.

[Japanese American Cultural and Community Center](#)

Japanese Cultural Room, Floor 5

244 S San Pedro St.

Los Angeles, CA 90012

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Plan your trip at [metro.net](#) or by calling 323.GO.METRO (323.466.3876). All Metro meetings are held in ADA accessible facilities. Spanish and Japanese translation is provided. Other ADA accommodations and translations available by calling 213.922.2499 at least 72 hours in advance.

Questions?

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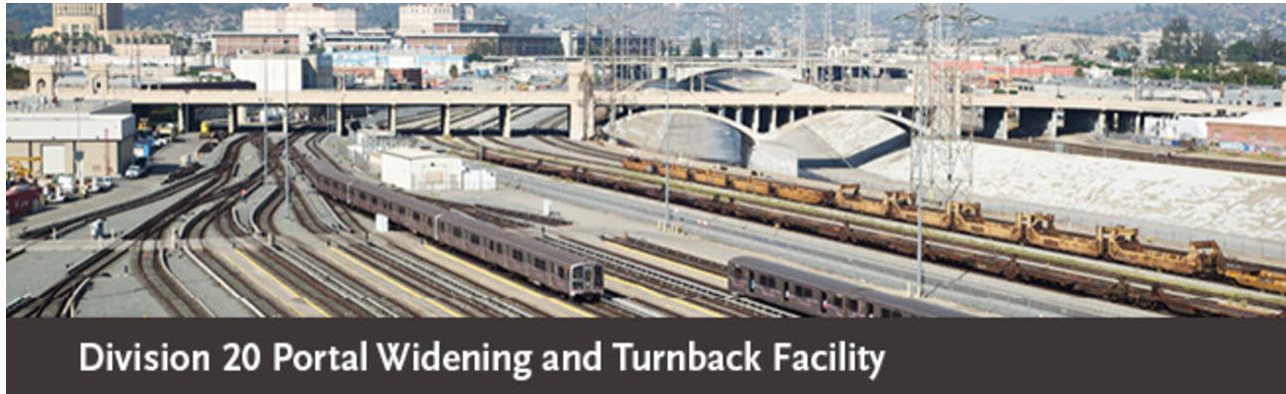
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Appendix G.1.5
Reminder #4



The last scoping meeting is *tomorrow* and we want your input!

The Notice of Preparation (NOP) for the [Division 20 Portal Widening and Turnback Facility Project](#) was released on October 18, 2017. Metro is accepting public comments about the NOP until November 17, 2017. This is the first step in the environmental review process for the project's Environmental Impact Report (EIR) and we want to hear what you think!

[Find the NOP here](#)

Metro will hold the last scoping meeting for the project in order to share the latest updates on the [Division 20 Portal Widening and Turnback Facility Project](#), discuss next steps, and gather community input. The community meeting will be held on:

Wednesday, November 8, 2017

3 - 5 p.m.

[Japanese American Cultural and Community Center](#)

Japanese Cultural Room, Floor 5

244 S San Pedro St.

Los Angeles, CA 90012

Parking validation available.

Plan your trip at metro.net or by calling 323.GO.METRO (323.466.3876). All Metro meetings are held in ADA accessible facilities. Spanish and Japanese translation is provided. Other ADA accommodations and translations available by calling 213.922.2499 at least 72 hours in advance.

Can't attend the meetings?

Anyone can submit a comment about the NOP via mail or email to the following, until **November 17, 2017**:

Cris B. Liban, Executive Officer, Environmental Compliance and Sustainability
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-16-9
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Questions?

Read our Frequently Asked Questions [here](#) or contact Michael Cortez, Community Relations Manager at 213.922.4465 or cortezmic@metro.net

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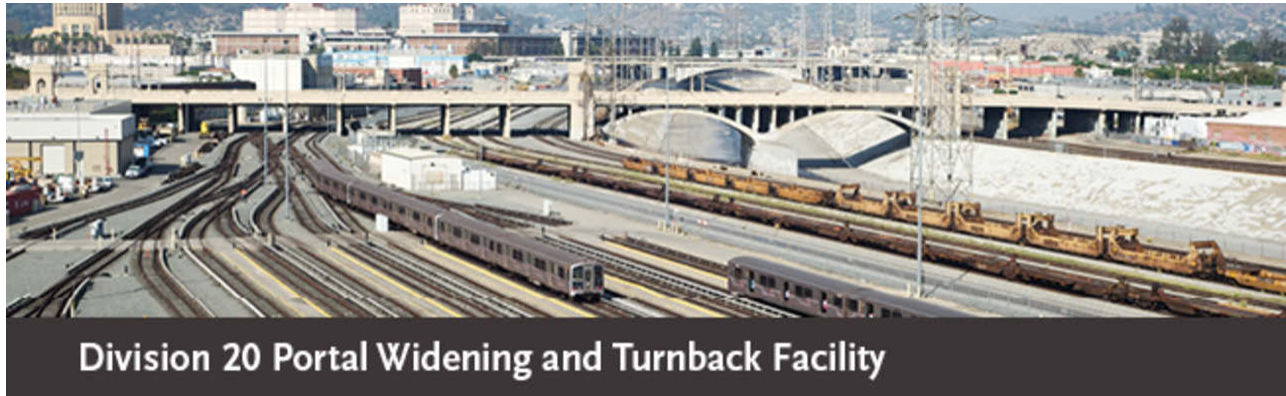
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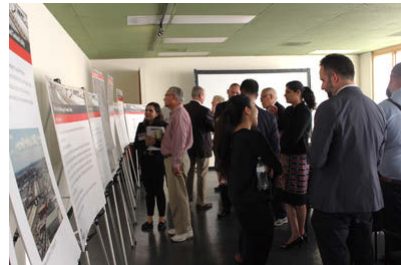
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Appendix G.1.6
Thank You #2



Thank you for joining us!



Thank you to those who were able to attend our final scoping meeting on Wednesday November 8, 2017 from 3-5pm at the [Japanese American Cultural and Community Center](#). Attendees were able to learn more about the [Division 20 Portal Widening and Turnback Facility project](#) and provide comments about the Notice of Preparation (NOP) that was released on October 18, 2017.

[Find the presentation here](#)

Couldn't attend the scoping meetings?

Comments about the NOP can be submitted until **Friday, November 17, 2017** via mail or email to the following:

Cris B. Liban, Executive Officer, Environmental Compliance and Sustainability
Los Angeles County Metropolitan Transportation Authority

One Gateway Plaza, Mail Stop 99-16-9
Los Angeles, CA 90012

libane@metro.net

[Find the NOP here](#)

Questions?

Contact Michael Cortez, Community Relations Manager at 213.922.4465 and cortezmic@metro.net or read the following:

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Appendix G.1.7

Stay Connected



Division 20 Portal Widening and Turnback Facility

Stay connected with the Division 20 Portal Widening and Turnback Facility Project!



Sign up to learn more and receive updates about the Division 20 Portal Widening and Turnback Facility Project, a LA Metro rail yard Improvements project located in the Arts District and near Little Tokyo.

Our emails will provide you information about:

- Project updates
- Public meetings
- How to get involved

[Subscribe here](#)



What's been happening with the project so far?

The Notice of Preparation (NOP) was released for a 30-day public comment period from October 18 - November 17, 2017. The NOP is the first step in the project's environmental review process. Learn how to submit comments at metro.net/capitalprojects

Metro held two public scoping meetings to share the latest updates about the project, discuss next steps, and gather community input. Learn more about the meetings at metro.net/capitalprojects

After November 17, Metro will be reviewing all public comments about the NOP as part of the technical environmental analysis and expects to release the Draft Environmental Impact Report (DEIR) in Spring 2018.

[Subscribe here to stay informed](#)

Still have questions?

Contact Michael Cortez, Community Relations Manager at 213.922.4465 and cortezmic@metro.net or read the following:

[Frequently Asked Questions](#)

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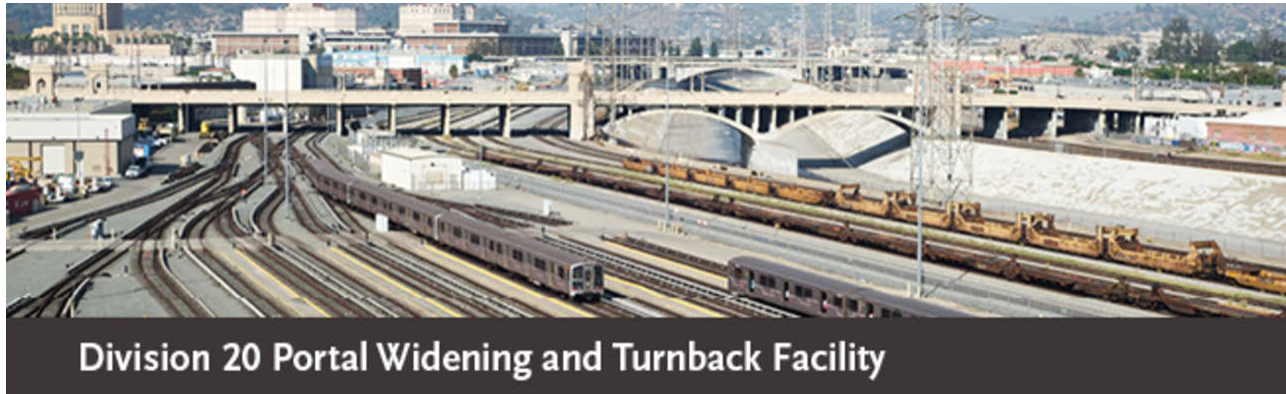
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Appendix G.1.8
Last Day to Comment



It's the last day to provide your comments!

The comment period for the Notice of Preparation (NOP) for the Division 20 Portal Widening and Turnback Facility Project **ends today, November 17, 2017**. The NOP was released on October 18, 2017 and is the first step in the environmental review process for the project's Environmental Impact Report (EIR). Your comments are important and help Metro's team understand community concerns about this project.

The Division 20 Portal Widening and Turnback Facility Project aims to accommodate anticipated increased service levels on the Metro Red/Purple Lines by planning facility improvements in the Division 20 rail yard, located west of the Los Angeles River. Proposed improvements include widening the heavy rail portal south of the 101 freeway, building new tracks and switches, and increasing train storage capacity.

[Find the NOP here](#)

Want to submit a comment?

You can submit your comment about the NOP until **today, November 17, 2017** via mail or email to the following:

Cris B. Liban, Executive Officer, Environmental Compliance and Sustainability
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-16-9
Los Angeles, CA 90012

libane@metro.net

Mail postmarked on November 17, 2017 will be accepted.

Questions?

Contact Michael Cortez, Community Relations Manager at 213.922.4465 and cortezmic@metro.net or read the following:

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Appendix G.2
Revised NOP E-blasts

Appendix G.2.1
Revised NOP Request for Comment

From: Division 20 Portal Widening
To: [Jason Jackson](#)
Subject: Revised Division 20 project in Arts District/Little Tokyo
Date: Wednesday, January 03, 2018 4:38:47 PM



Revised project needs your input!

Metro released a Notice of Preparation (NOP) for the [Division 20 Portal Widening and Turnback Facility project](#) on October 18, 2017, hosted scoping meetings, and recorded public comments until November 17, 2017. Since then, Metro has released a **revised NOP** to notify the public that the proposed project footprint has been expanded to include the property at 100-120 North Santa Fe Avenue. Metro invites public comments until **February 2, 2018** on the acquisition and reuse of this additional property, as part of the analysis for the Draft Environmental Impact Report.

[Find the revised NOP here](#)

How to provide comments

Metro will accept public comments about the revised NOP **January 3 - February 2, 2018**. Comments submitted about the initial NOP from October 18- November 17, 2017 have been recorded by Metro and do not need to be resubmitted. No additional scoping meetings are scheduled.

Anyone can submit a comment about the revised NOP **until February 2, 2018** via mail or email to the following:

Cris B. Liban, Executive Officer, Environmental Compliance and Sustainability
Los Angeles County Metropolitan Transportation Authority

One Gateway Plaza, Mail Stop 99-16-9
Los Angeles, CA 90012
libane@metro.net

Questions?

Please contact Michael Cortez, Community Relations Manager at 213.922.4465 or div20portalwidening@metro.net or visit our project website [here](#).

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Appendix G.2.2
Revised NOP Reminder #1



Happy 2018! This is the first of a bimonthly newsletter, bringing you the latest about Metro projects in Central L.A., community member spotlights, and Metro planning basics. **Want to stay in the loop?** Opt-in for the subscription by clicking [here](#) and you won't miss out!



Looking Back on 2017

2017 was a busy year for Metro in the Central L.A. neighborhood. Two major projects- [West Santa Ana Branch Transit Corridor](#) and [Union Station Forecourt and Esplanade Improvements](#)- completed their scoping phases, [Regional Connector's tunnel boring machine Angeli](#) nearly completed twin tunnels from Little Tokyo to the Financial District, the [Union Station Bike Hub](#) opened for business in November, and much more! But we're not stopping there. Read below to see the latest for 2018.

Community Spotlight



Olvera Street: Valerie & Norma Garcia

Metro's LA Union Station Forecourt and Esplanade Improvements project plans to connect Union Station to the surrounding communities, including the El Pueblo community and Olvera Street merchants. Owners of Casa California, mother and daughter duo Norma and Valerie Garcia preserve generations of rich Mexican American history, offering their customers religious artifacts that bring the comforts of home from various regions in Mexico. Read more [here](#).

Central LA Project Updates



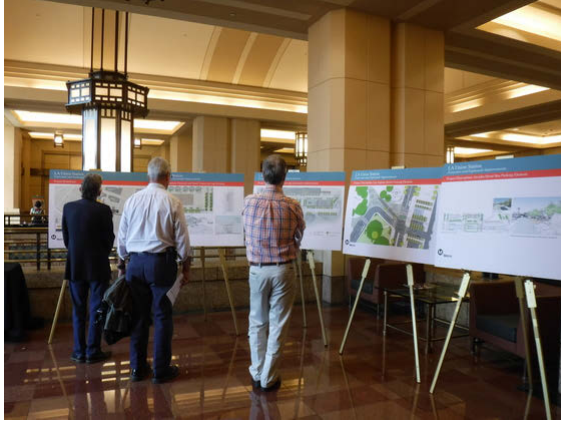
Revised scope for Division 20 Project

Due to a change in scope, the Metro team has released a revised Notice of Preparation (NOP) for the Division 20 Portal Widening and Turnback Facility project. Metro will be receiving public comment about the NOP for 30 days: **January 3 - February 2, 2018**. Find the revised NOP and details about how to submit comments by

clicking [here](#).

Union Station Forecourt & Esplanade Improvements: *Final EIR is here!*

On January 16, 2018, Metro released the Final Environmental Impact Report (FEIR) for the Los Angeles Union Station Forecourt and Esplanade Improvements project. The FEIR includes Metro



staff's recommendation for Alternative Three, which includes a partial closure of Los Angeles Street, a restricted left-hand turn onto Alameda Street from Los Angeles Street, tour bus parking on Arcadia Street during off-peak hours, and a two-way buffered bike lane on Los Angeles Street within the project boundaries. Find out more about the project and the upcoming public hearings by clicking [here](#).

Metro Planning 101



Lesson 1: CEQA and NEPA

For projects that Metro plans to build, they must follow the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). These policies require agencies, like Metro, to identify any significant environmental impacts that their projects may incur in the communities in which they are built. Any identified impacts must be avoided or mitigated, if possible.

[Learn more about CEQA](#)

[Learn more about NEPA](#)

Community Events

Union Station Happenings!

There's always something fun happening at Union Station. To check out the latest events and tours, click [here](#). Hope to see you there!



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Appendix G.2.3
Revised NOP Reminder #2

From: Division 20 Portal Widening
To: [Jason Jackson](#)
Subject: Reminder: Public Comment Period Ends February 2
Date: Monday, January 22, 2018 1:10:35 PM



Don't forget: comments for revised project are due February 2!

Metro released a Notice of Preparation (NOP) for the [Division 20 Portal Widening and Turnback Facility project](#) on October 18, 2017, hosted scoping meetings, and recorded public comments until November 17, 2017. Since then, Metro released a **revised NOP** on January 3, 2018 to notify the public that the proposed project footprint has been expanded to include the property at 100-120 North Santa Fe Avenue. Metro invites public comments until **Friday, February 2, 2018** on the acquisition and reuse of this additional property, as part of the analysis for the Draft Environmental Impact Report.

[Find the revised NOP here](#)

How to provide comments

Metro will accept public comments about the revised NOP until **Friday, February 2, 2018**. Comments submitted about the initial NOP from October 18- November 17, 2017 have been recorded by Metro and do not need to be resubmitted. No additional scoping meetings are scheduled.

Anyone can submit a comment via mail or email to the following:

Cris B. Liban, Executive Officer, Environmental Compliance and Sustainability

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-16-9
Los Angeles, CA 90012
libane@metro.net

Questions?

Please contact Michael Cortez, Community Relations Manager at 213.922.4465 or div20portalwidening@metro.net or visit our project website [here](#).

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Appendix G.2.4
Revised NOP Reminder #3

From: Division 20 Portal Widening
To: [Jason Jackson](#)
Subject: Deadline is tomorrow! Public Comment Period Ends Feb. 2
Date: Thursday, February 01, 2018 10:01:47 AM



Comments for revised project are due tomorrow!

Metro released a Notice of Preparation (NOP) for the [Division 20 Portal Widening and Turnback Facility project](#) on October 18, 2017, hosted scoping meetings, and recorded public comments until November 17, 2017. Since then, Metro released a **revised NOP** on January 3, 2018 to notify the public that the proposed project footprint has been expanded to include the property at 100-120 North Santa Fe Avenue. Metro invites public comments until **Friday, February 2, 2018** on the acquisition and reuse of this additional property, as part of the analysis for the Draft Environmental Impact Report.

[Find the revised NOP here](#)

How to provide comments

Metro will accept public comments about the revised NOP until **tomorrow, February 2, 2018**. Comments submitted about the initial NOP from October 18- November 17, 2017 have been recorded by Metro and do not need to be resubmitted. No additional scoping meetings are scheduled.

Anyone can submit a comment via mail or email to the following:

Cris B. Liban, Executive Officer, Environmental Compliance and Sustainability

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-16-9
Los Angeles, CA 90012
libane@metro.net

Questions?

Please contact Michael Cortez, Community Relations Manager at 213.922.4465 or div20portalwidening@metro.net or visit our project website [here](#).

Curious about other projects underway in Central LA?

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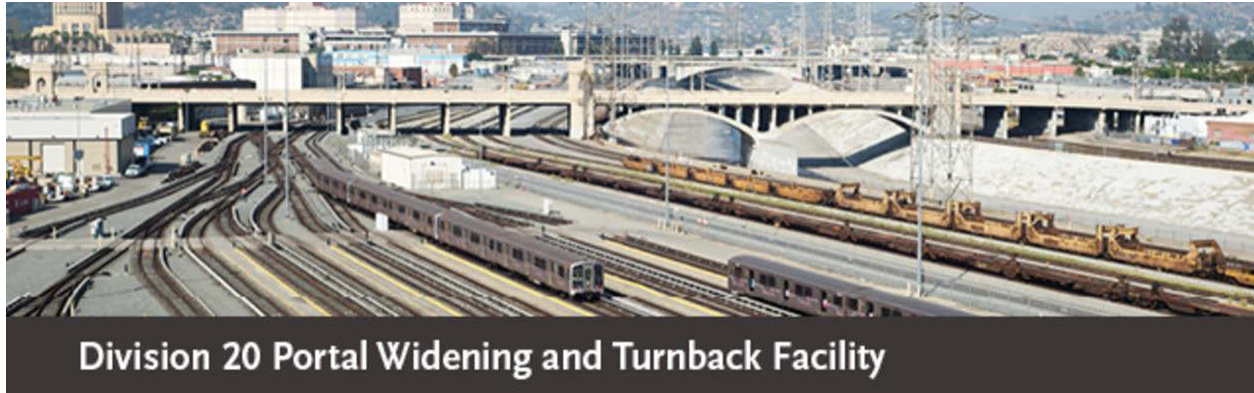
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Appendix G.2.5
Revised NOP Thank You



Thank you for your comments!

Thank you to those who submitted public comments about the revised Notice of Preparation (NOP) for the Division 20 Portal Widening and Turnback Facility project. The public comment period closed Friday, February 2, 2018. We appreciate your participation in this important process as Metro proposes facility improvements for the Division 20 rail yard to enhance service for the Metro Red and Purple Line.



What's next?

In preparation for the Project's Draft Environmental Impact Report (DEIR), Metro is in the process of reviewing public comments submitted for both the initial and revised NOP and conducting technical analyses. Metro anticipates publishing and inviting public comment on the DEIR in Spring 2018.

Questions?

Please contact Michael Cortez, Community Relations Manager at 213.922.4465 or div20portalwidening@metro.net , visit our project website by clicking [here](#), or read the following:

- [Project Fact Sheet](#)
- [Hoja informativa](#)
- [ファクトシート](#)

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Division 20 Portal Widening and Turnback Facility

Appendix H Extended Outreach Matrix & Earned Media

Appendix H.1
Extended Outreach Matrix

Appendix H.2
Earned Media

Appendix H.2.1
NOP Earned Media

Appendix H.2.2
Revised NOP Earned Media

Appendix H.1

Extended Outreach Matrix

Los Angeles County Metropolitan Transportation Authority
Division 20 Portal Widening and Turnback Facility
 Extended Outreach Matrix

Organization	Salutation	First Name	Last Name	Email	Address	City	State	Zip Code	Phone	E-Newsletter Distribution	Tri-fold Counter-top Distribution	Post Flyer	Notes	Delivery Method/Staff
Business														
A+D Architecture and Design Museum	Mr.	Eric	Stultz	info@aplusd.org	900 E 4th St	Los Angeles	CA	90013	213 346 9734					
Arts District Brewing Co.					828 Traction Ave	Los Angeles	CA	90013	213 519 5887					
Blacktop Coffee											25			
Blue Bottle Coffee											25			
Boomtown Brewery					700 Jackson St	Los Angeles	CA	90012	213 617 8497					
Groundwork Coffee Co											25			
Los Angeles Latino Chamber of Commerce	Ms.	Theresa	Martinez	info@lalcc.org	333 S Grand Ave Ste 450	Los Angeles	CA	90071			50			
Los Angeles River Artists and Business Association (LARABA)	Mr.	Christopher	Fudurich	president@laraba.org										
The Historic Core Business Improvement District	Ms.	Blair	BeSuiten	blair@historiccore.bid										
Urth Caffé											25			
Villains Tavern														
Community Group/Service/Other														
Art District Dog Park					1004 E 4th St	Los Angeles	CA	90013	213 924 1621					
Art Share LA	Ms.	Cheyenne	Sauter	cheyenne@artsharela.org	801 E 4th Pl	Los Angeles	CA	90013	310 926 6657		50		Likely a City park	
Arts District Community Council LA	Ms.	Laura	Velkei	laura@adccla.org	1855 Industrial St Ste 106	Los Angeles	CA	90021	323 268 5000					
Arts District Park					501 S Hewitt St	Los Angeles	CA	90013					Likely a City park	
Central City Association of Los Angeles	Ms.	Jessica	Lall	jlall@ccala.org	626 Wilshire Blvd Ste 200	Los Angeles	CA	90017	213 416 7512					
Chinese Historical Society of Southern California	Mr.	Donald	Loo	chssc@hotmail.com	415 Bernard St	Los Angeles	CA	90012	323 222 0856					
Historic Cultural Neighborhood Council (HCNC)	Mr.	Alan	Kumamoto	akumamoto@aol.com	307 E 1st	Los Angeles	CA	90012	213 849 0012					
Japanese American Cultural & Community Center (JACCC)	Ms.	Marlene	Lee	lee@jacc.org	244 S San Pedro St	Los Angeles	CA	90012	213 628 2785					
Nishi Hongwanji Buddhist Temple		Senior	Pastor	info@nishihongwanji la.org	815 E 1st St	Los Angeles	CA	90012	213 680 9130					
St. Francis Xavier Church Japanese Catholic Center	Fr.	Doan	Hoang	info@sfxjcc.org	222 S Hewitt St	Los Angeles	CA	90012	213 626 2279		50			
Residential Complex														
Barkers Block Home Owners Association					510 S Hewitt St	Los Angeles	CA	90013	213 473 0077					
Molino Street Lofts					500 530 Molino St	Los Angeles	CA	90013	213 988 0826					
Newberry Lofts				Newberryloftsdtla@gmail.com	900 E 1st St	Los Angeles	CA	90012	310 699 5331					
One Santa Fe					300 S Santa Fe Ave	Los Angeles	CA	90013	213 631 5777					
The Garey Building Apartments					905 E 2nd St	Los Angeles	CA	90012	844 852 4710					
Civic, School & Medical														
Beyond the Bell	Ms.	Marylou	Hernandez	btb@lausd.net	333 S Beaudry Ave 29thFl	Los Angeles	CA	90017	213 241 7900		50			
C. Erwin Piper Technical Center		Executive	Director		555 Ramirez St	Los Angeles	CA	90012	213 473 8440					
Department of Public Social Services Civic Center		Executive	Director		813 E 4th Pl	Los Angeles	CA	90013	213 896 8890		50			
Dolores Mission School	Ms.	Karina	Moreno Corgan	kmoreno@dolores.mission.org	170 S Gless St	Los Angeles	CA	90033	323 881 0001		50			
Felicitas and Gonzalo Mendez High School	Mr.	Mauro	Bautista	mx2043@lausd.net	1200 Plaza Del Sol	Los Angeles	CA	90033	323 981 5400					
LAPD Central Community Police Station	Captain	Marc	Reina		251 E 6th St	Los Angeles	CA	90014	213 486 6606		50			
Little Tokyo Branch Library											50			
Little Tokyo Koban Center and Visitor's Center					307 E 1st St	Los Angeles	CA	90012	213 613 1911		50			
Little Tokyo Metro Community Office (Regional Corridor)											50			
Southern California Institute of Architecture	Mr.	Hernan	Diaz Alonso	sci_arc_directors_office@sciarc.edu	960 E Third St	Los Angeles	CA	90013	213 356 5327		50			
Temple Medical Center	Ms.	Ann	Orozco		124 N Vignes St	Los Angeles	CA	90012	213 626 5679		50			
Utah Street Elementary School	Ms.	Deborah	Gayle	dag1295@lausd.net	255 Gabriel Garcia Marquez St	Los Angeles	CA	90033	323 261 1171		50			
White Memorial Hospital		Executive	Director	info@whitememorial.com	1720 Cesar E Chavez Ave	Los Angeles	CA	90033	323 268 5000			100		
White Memorial Medical Center		Executive	Director	info@whitememorial.com	1720 Cesar E Chavez Ave	Los Angeles	CA	90033	323 268 5000			50		

900

New to list since original submission (includes feedback from Christina and Mathew)
 Ideal notice distribution via e newsletter
 Ideal notice distribution by counter
 Ideal notice distribution by flyer

Appendix H.2

Earned Media

Appendix H.2.1

NOP Earned Media



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Metro Unveils New Plan for Arts District Rail Yard Modifications
The revised project would not preclude a passenger station at 6th Street.

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by [STEVEN SHARP](#) on October 19, 2017, 10:54AM
photos by [HUNTER KERHART](#)

[Metro has unveiled updated new plans](#) for improvements at the [Arts District's](#) Division 20 rail yard, a key component in [the Purple Line's extension to Westwood](#).

In order to facilitate the increased service planned for the Red and Purple Lines, Metro is:

- Widening an existing portal located south of the US-101 freeway
- Constructing a new turnback facility for rail vehicles.

These actions will allow for faster turnaround times than are currently possible at the existing Union Station terminus, which features a stub-end layout without tail tracks.

As part of the revised project, Metro also is laying the groundwork for an expansion of the existing rail yard to increase vehicle storage capacity. This may involve the demolition of over 300,000 square feet of existing buildings at 815 E. Temple Street, 234 Center Street, 210 Center Street, 1001 E. 1st Street and 214 S. Santa Fe Avenue. These properties include [a development site previously owned by Atlas Capital Group](#), and [the 19th century Pickle Works building](#).

Another key difference from the earlier plan is the proposed site of the turnback facility, which has been moved from 1st Street to a new location between 4th and 5th Streets. This revised layout would not preclude an eventual extension of Red and Purple Line service to a proposed [6th Street Viaduct](#), which was a criticism of [the prior arrangement](#).

However, the proposed Arts District rail extension is not considered a part of the Division 20 project, although the Metro Board of Directors has recently [revived the push for building a station in the neighborhood](#).

- [Metro Clarifies the Future of an Arts District Subway Station](#) (Urbanize LA)

Figure 1. Project Map – Overview

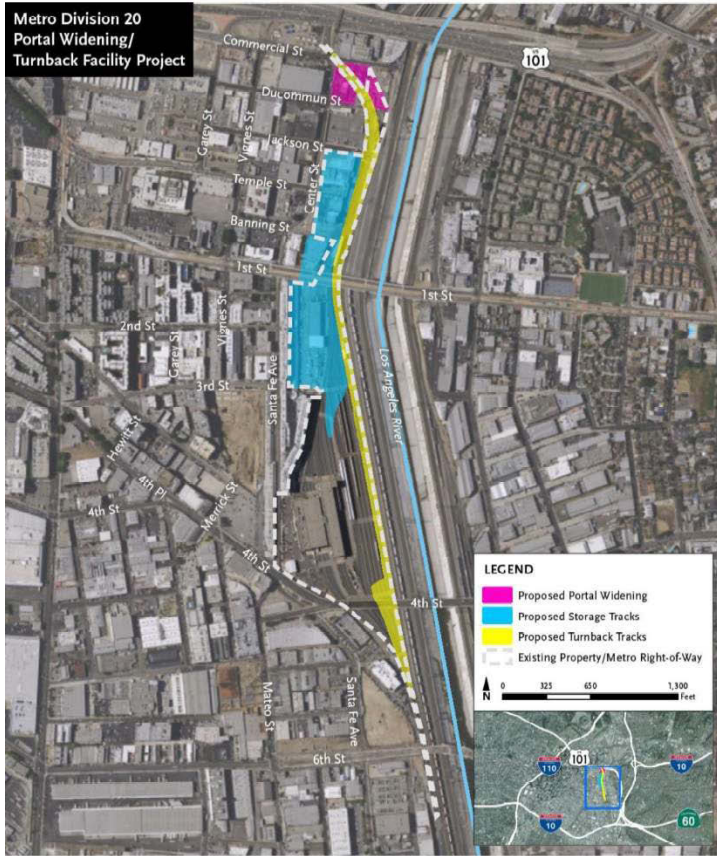


Image via Metro



METRO PURPLE LINE DIVISION 20

LOS ANGELES

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Metro Arts District rail yard could be upgraded, taking out a few buildings

The revamped rail yard would help Purple Line trains run every four minutes

BY **BIANCA BARRAGAN** | OCT 20, 2017, 3:56PM PDT



Metro's existing Division 20 rail yard in the Arts District | Shutterstock.com

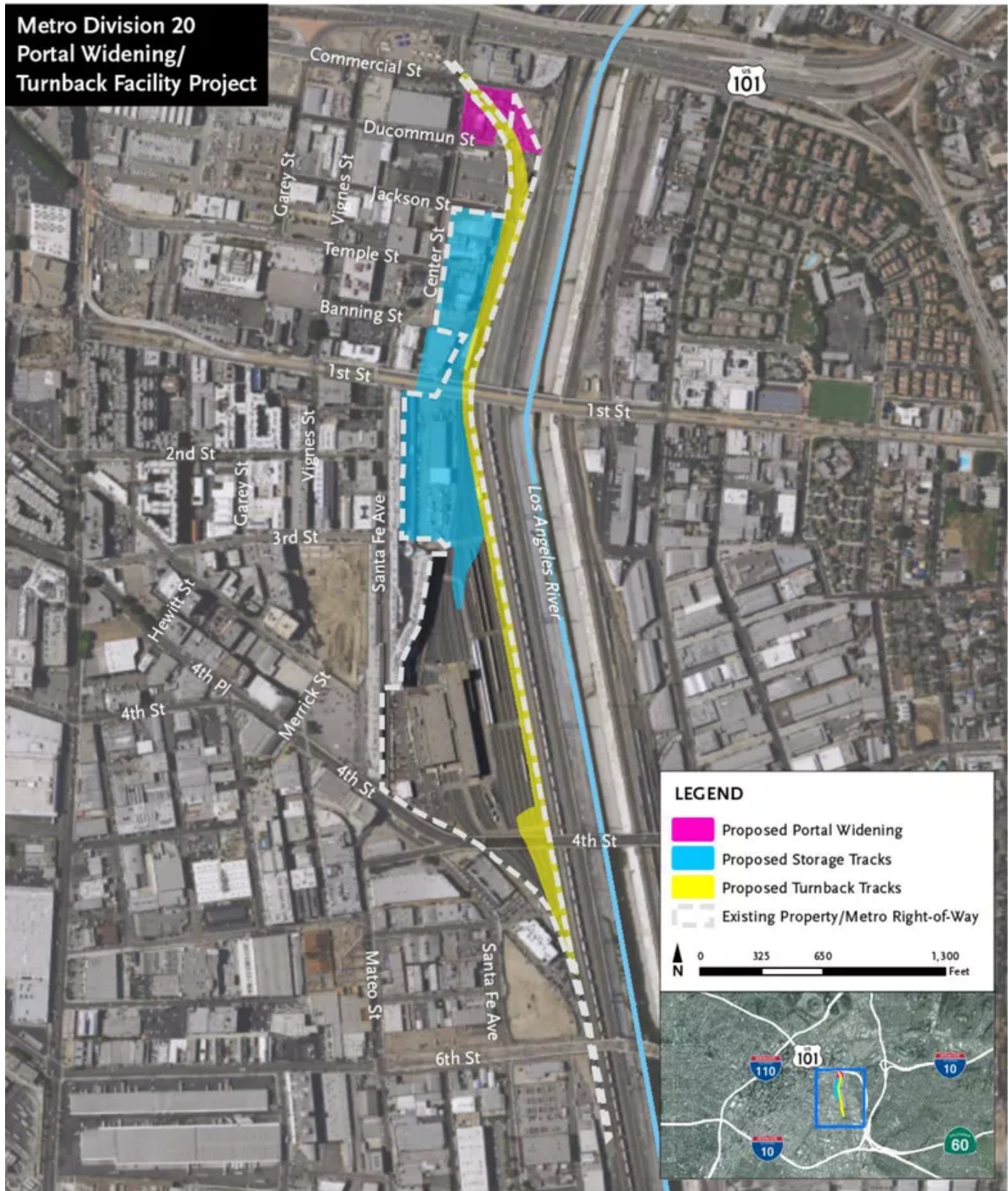
Metro is proposing a handful of upgrades for its existing Division 20 rail yard in the Arts District area that would help the [post-expansion Purple Line](#) stay on time. It would also make some changes to the neighborhood in the process, says [Urbanize LA](#).

The 45-acre rail yard is roughly bounded by the Los Angeles River, Santa Fe Avenue, Ducommun Street, and Sixth Street Viaduct. The proposed changes would expand the yards a bit, requiring the demolition of more than 300,000 square feet of buildings, according to Metro.

Structures at 815 East Temple Street, 234 Center Street, 210 Center Street, 1001 East 1st Street, and 214 South Santa Fe Avenue would be razed, and the project “would vacate Jackson Street, Banning Street, and Ducommun Street in their segments east of Center Street,” says [a Metro notice](#) for the project.

Metro would use the existing and added space to rejigger the tracks already on-site for both Red and Purple Line trains. The agency would also widen the existing portal that links the yard to the subway lines.

Figure 1. Project Map – Overview



NOTE: Exact location of storage tracks and turnback tracks to be determined.

Source: Terry A. Hayes Associates Inc., 2017.

Via Metro

The goals of the project are to keep up with the expected increase in demand once the Purple Line's extension all the way to Westwood comes online, as well as "provide faster and more reliable service times at Union Station."

The project's being partially funded by [a grant that Metro won in August 2016](#), and "all new elements are being designed to support four-minute peak service on the Metro Purple line," Metro spokesperson Dave Sotero tells Curbed.

The Purple Line's expansion is well underway, with the first segment from Wilshire/Western to Wilshire/La Cienega [under construction now](#).

Unfortunately, this project doesn't really have a connection to the possible future Arts District Metro stop. [The Source](#) explained earlier this week that this turnaround facility project "is planned to be designed and built in such a way as not to preclude a future Arts District subway station," which doesn't yet have the approval of the Metro Board or funding, but [it's looking likely](#) that one will get built.

- [Metro Unveils New Plan for Arts District Rail Yard Modifications](#) [Urbanize LA]

FROM OUR SPONSOR CONTINUE FOR MORE CONTENT



AD



Arts District Los Angeles shared Los Angeles River Artists & Business Association (LARABA)'s post.

October 24 at 9:59am · 🌐

Speak up, Arts District!



Los Angeles River Artists & Business Association (LARABA)

October 24 at 9:58am · 🌐

👍 Like Page

Want a Metro Train Station in the Arts District? 🚆 Then attend the meetings on Oct. 25th or Nov. 8th!

Metro will hold two scoping meetings to share the latest ...
[See More](#)

1 Like



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http://www.ladowntownnews.com/news/weigh-in-on-changes-to-arts-district-rail-yard/article_56479adc-c0e1-11e7-95da-c3a43bcb24cd.html

FEATURED

News

Weigh in on Changes to Arts District Rail Yard

Nov 6, 2017



photo by Gary Leonard

DTLA - The Metropolitan Transportation Authority is sharing new details and taking input on its plans to update the 45-acre Division 20 rail yard in the Arts District.



[Get DTLA stories in our daily email newsletter.]

Plans call for widening the rail tunnel on the site, restructuring the tracks and adding a turnback facility at Sixth Street, as well as creating new power substations inside the facility. A series of buildings would need to be demolished to make way for the changes. The project would prepare Metro to run Red and Purple line trains more frequently once a Purple Line extension is finished, and to improve service times at nearby Union Station; the yard could also store more trains. The yard is between Santa Fe Avenue and the Los Angeles River. A public meeting on the project will be held on Wednesday, Nov. 8, at 3 p.m. at the Japanese American Cultural and Community Center at 244 S. San Pedro St. There will be an opportunity to offer feedback and ask questions. More information is at metro.net/projects/division-20.

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ARTS DISTRICT

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9

Metro CEO says it'll take a miracle to get an Arts District rail station built

Not gonna happen "unless manna falls from heaven"

BY **BIANCA BARRAGAN** | NOV 16, 2017, 9:45AM PST



There's support—but no money—for a new rail station in the Arts District. | Shutterstock

There has been a lot of enthusiasm for [another possible rail connection](#) to the [Arts District](#), but until you can pay for a new station with excitement, don't expect it to happen.

A lack of funding is the biggest hurdle facing the construction of the desired stop, the [Downtown News](#) reports.

Metro CEO Phil Washington told luncheon attendees at the Los Angeles Current Affairs Forum that “unless manna falls from heaven,” the AD probably isn’t going to get a second rail stop.

“We don’t argue that a station would be a good idea in the Arts District,” Washington said, according to the *News*. “The question is, how do you pay for it? Because it’s not in anybody’s budget.”

Metro’s own board of directors commissioned a study on extending the Red and Purple lines to the Arts District, and that study [recommended adding a new station](#)—either at Third or Sixth streets—to Metro’s Long Range Transportation Plan.

But a new station (or stations) in the Arts District wasn’t included on the lengthy [list of projects](#) funded by Measure M, so financing is going to have to come from somewhere else. (Apparently, heaven.)

Right now, the *News* says, Metro’s focusing all its efforts on its project to expand its existing turnaround facility in the neighborhood [to provide faster train service](#)—every four minutes during rush hour—and more reliable service once the [Purple Line’s extension](#) opens in 2024.

The Arts District has a Gold Line station near its northeast border at Alameda and First streets that it shares with Little Tokyo, but there’s no rail connection in the heart of the neighborhood or closer to its southern end, where [new, high-profile](#) developments are [in the works](#).

- [Metro CEO Says No Arts District Station Unless ‘Manna Falls From Heaven’](#) [Downtown News]
- [Metro Arts District rail yard could be upgraded, taking out a few buildings](#) [Curbed LA]
- [New report recommends adding Arts District station to Metro’s longterm plans](#) [Curbed LA]
- [Metro board members want a new study of possible Arts District rail stations](#) [Curbed LA]

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AD

http://www.ladowntownnews.com/news/metro-ceo-says-no-arts-district-station-unless-manna-falls/article_1e6ebc1c-ca64-11e7-afe9-373bc769c958.html

FEATURED

Metro CEO Says No Arts District Station Unless ‘Manna Falls From Heaven’

By Jon Regardie Nov 16, 2017



DTLA—Earlier this year, enthusiasm mounted among Downtown Los Angeles stakeholders for a Metro station in the Arts District. The call came in response to a rush of housing development in the area, as thousands of residents are expected to arrive in the coming years.

[Get DTLA stories in our daily email newsletter.]

The Metropolitan Transportation Authority even studied the idea of erecting a station at either Third or Sixth streets.



At a luncheon hosted by the Los Angeles Current Affairs Forum on Monday, Nov. 13, Metro CEO Phil Washington revisited the matter. He acknowledged the importance, but said that unless there is something of a financial miracle, the Arts District won't get its station.

"We don't argue that a station would be a good idea in the Arts District," he said at the luncheon at the Palm restaurant. "The question is, how do you pay for it? Because it's not in anybody's budget."

The Arts District Wants a Rail Station

"So unless manna falls from heaven," and he paused to look up, drawing laughs, "that's the challenge that we have."

Editorial: The Arts District Deserves a Station

The priority for Metro in the Arts District, he said, is to prepare for the coming Purple Line Extension, which is slated to open in 2024. Metro intends to expand and enhance the existing Division 20 facility along the Los Angeles River at Third Street, so that Purple Line cars coming through Union Station can turn around and run at fast and regular intervals. The Arts District yard would also be used to store trains.

regardie@downtownnews.com

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Appendix H.2.2

Revised NOP Earned Media

Metro gets new maintenance building in the DTLA Arts District

BY NED RACINE , JANUARY 31, 2018



To maintain the Metro Rail System, the agency has numerous buildings that its riders never enter but are crucial to moving them across the county. One of these structures is rising approximately one mile south of Metro headquarters in downtown Los Angeles and will serve the Red/Purple Line subway.

[Metro's Location 64 Maintenance of Way \(MOW\) Building](https://www.metro.net/projects/purple-location64mow/)

(<https://www.metro.net/projects/purple-location64mow/>) is being constructed at 590 South Santa Fe Avenue, adjacent to the new city of Los Angeles' new 6th Street Bridge over the Los Angeles River.

The MOW will repair and maintain track vehicles (also known as non-revenue vehicles) that, in turn, maintain the Red and Purple Line tracks, signals, subway train control, communication, fire protection and security systems. The new facility will also house the Rail Operations–Maintenance of Way Group and a section of Metro's Rails Parts Storage Group.

On Wednesday, Jan. 24, construction of the three-story building reached a milestone as a “topping off” ceremony marked the structure reaching its ultimate height. This “topping off” tradition has ancient roots, perhaps as far back as pre-Dark Age Scandinavian cultures. Builders would place a tree on the top of a new building to appease the tree-dwelling spirits of ancestors it had displaced. Today, the tree in the topping off ceremony represents no loss of life or injury.

Deliveries of the steel for the 86,000 square-foot building began in late December and will continue through February. Although the [MOW Building](https://www.metro.net/projects/purple-) (<https://www.metro.net/projects/purple->

[location64mow/](#)) has reached its final height, it is far from complete.

Gruen Associates designed the building, which features a first-floor dedicated warehouse for non-revenue vehicle parts, multiple bays for non-revenue vehicle repair, vehicle wash rooms and a small lobby.

The second floor houses offices, training rooms and conference rooms for rail operations staff. The third floor is dedicated to parking non-revenue maintenance vehicles and storing tools.

Throughout the design process, the Design Advisory Working Group (DAG) — composed of Arts District leaders and artists — were engaged in reviewing and commenting on the building's exterior design. The building's west façade will feature an integrated artwork by the artists Benjamin Ball and Gaston Nogues of Ball-Nogues Studio.

The [MOW Building](#) (<https://www.metro.net/projects/purple-location64mow/>) is currently being constructed by Clark Construction. The building is expected to be completed by spring 2019 and will operate 24 hours a day, seven days a week.

While the [MOW Building](#) (<https://www.metro.net/projects/purple-location64mow/>) is an independent Metro facility and not considered part of [Metro's Division 20 Portal Widening and Turnback Facility project](#) (<https://www.metro.net/projects/division-20/>), the new [MOW building](#) (<https://www.metro.net/projects/division-20/>) will increase maintenance capacity for servicing the subways and their increasing number of rail cars.

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EL

Construyen edificio de mantenimiento de Metro en el Distrito de las Artes en L.A.

- [Acerca de El Pasajero](#)
- [Política de comentarios](#)
- [Metro.net](#)



by [Maria Luisa Arredondo](#) , [January 31, 2018](#)



Para mantener su sistema de trenes, Metro cuenta con numerosas instalaciones a las que sus pasajeros nunca ingresan pero que son vitales para trasladarlos a través del condado. Una de estas estructuras se construye aproximadamente una milla al sur de la sede central de Metro, en el centro de Los Ángeles, y servirá a la Red/Purple Line.

[El edificio Maintenance of Way \(MOW\) 64](#) se construye en el 590 South Santa Fe Avenue, junto al nuevo puente de 6th Street de la ciudad de Los Ángeles, sobre el río Los Ángeles.

El MOW reparará y mantendrá los vehículos conocidos como vehículos no rentables que, a su vez, mantendrán las vías, las señales, el control del tren subterráneo, la comunicación, la protección contra incendios y los sistemas de seguridad de la Red/Purple Line. La nueva instalación también albergará las operaciones ferroviarias y una sección del almacenamiento de partes de trenes de Metro. ⁴

El miércoles 24 de enero, la construcción del edificio de tres pisos alcanzó su máxima altura, lo que se celebró con una ceremonia consistente en la colocación de un árbol. Esta tradición tiene raíces antiguas, quizás en las culturas escandinavas anteriores a la Edad de la Oscuridad. Los constructores colocaban un árbol en la parte superior de un nuevo edificio para apaciguar a los espíritus que habitaban en los árboles de los antepasados que habían sido desplazados. Hoy, por supuesto, el árbol en la ceremonia de culminación no representa pérdida de vidas o lesiones.

Las entregas de acero para la construcción de 86,000 pies cuadrados comenzaron a fines de diciembre y continuarán hasta febrero. Aunque el edificio MOW ha alcanzado su altura final, está lejos de completarse.

Gruen Associates diseñó el edificio, que cuenta con un almacén dedicado en el primer piso para piezas de vehículos no rentables, múltiples compartimentos para la reparación de vehículos no rentables, salones de lavado de vehículos y un pequeño vestíbulo.

El segundo piso alberga oficinas, salas de capacitación y salas de conferencias para el personal de operaciones ferroviarias. El tercer piso está dedicado al estacionamiento de vehículos de mantenimiento y herramientas de almacenamiento.

A lo largo del proceso de diseño, el Design Advisory Working Group (DAG), compuesto por líderes y artistas del Distrito de las Artes, se dedicó a revisar y comentar sobre el diseño exterior del edificio. Ball-Nogues Studio, un estudio de diseño con sede en Los Ángeles, es responsable de diseñar las obras de arte del edificio, que se montarán en la fachada oeste.

El edificio MOW está siendo construido por Clark Construction. Se espera que esté terminado en la primavera de 2019 y operará las 24 horas del día, los siete días de la semana.

Si bien MOW Building es una instalación independiente de Metro y no se considera parte del proyecto de la [Ampliación del Portal de la División 20](#), aumentará la capacidad de mantenimiento para dar servicio a Metro y a su creciente número de vagones.

Compártelo El Pasajero:

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Division 20 Portal Widening and Turnback Facility

Appendix I

Meeting Handouts

Appendix I.1

Project Overview Fact Sheet

Appendix I.1.1

English Overview Fact Sheet

Appendix I.1.2

Spanish Overview Fact Sheet

Appendix I.1.3

Japanese Overview Fact Sheet

Appendix I.2

Frequently Asked Questions (FAQ)

Appendix I.2.1

English FAQ

Appendix I.2.2

Spanish FAQ

Appendix I.2.3

Japanese FAQ

Appendix I.3

Meeting Agenda

Appendix I.3.1

Agenda Meeting #1

Appendix I.3.2

Agenda Meeting #2

Appendix I.4

Comment Card

Appendix I.1
Project Overview Fact Sheet

Appendix I.1.1
English Overview Fact Sheet



Division 20 Portal Widening and Turnback Facility

FACT SHEET

Project Overview

The Los Angeles County Metropolitan Transportation Authority (Metro) is proposing service improvements for its Red and Purple Lines with the Division 20 Portal Widening and Turnback Facility Project. Collectively, the Red and Purple Lines carry over 140,000 passengers daily, with ridership expected to increase by 49,000, following the Purple Line extension to the Veterans Affairs West Los Angeles Medical Center. Currently, these trains switch tracks before entering Union Station, resulting in back-up and delay in service. The Project aims to address these service reliability and safety issues with three core improvements, which include:

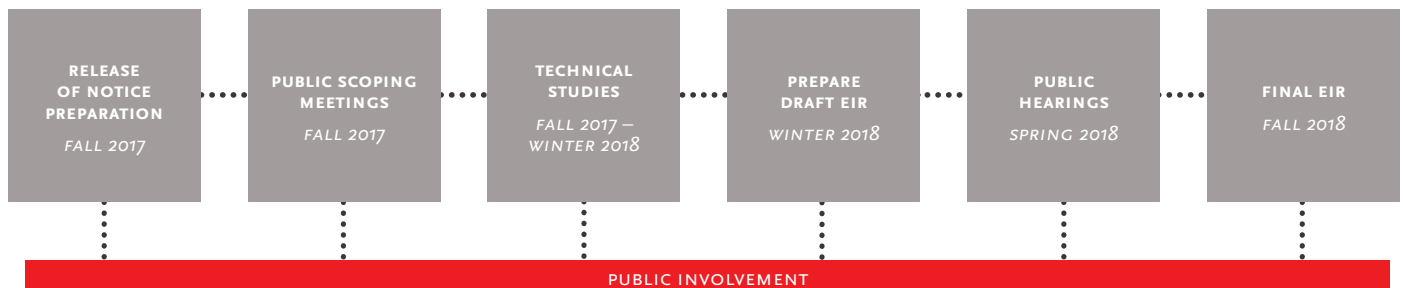
- > Widening of the heavy rail tunnel south of U.S. Highway 101 (Portal Widening)
- > Development of a new, surface-level turnback facility (Turnback Facility) in the existing Division 20 yard
- > Reconfiguration of the surface-level rail storage tracks

The Project Site includes the existing rail yard, which is generally bounded by the Los Angeles River to the east, Santa Fe Avenue to the west, Ducommun Street to the north, and 6th Street Bridge to the south. The footprint of the Proposed Project also includes expansion of the existing rail yard boundaries, west toward Center Street, and north toward Commercial Street. The Project will go through six phases of the California Environmental Quality Act (CEQA) process as noted in the figure below. The Notice of Preparation for a Draft Environmental Impact Report (EIR) will be released on October 18, 2017 and anticipated that the Final EIR will be certified in Fall 2018. The Project is funded but has not yet been allocated beyond the development of the Final EIR.

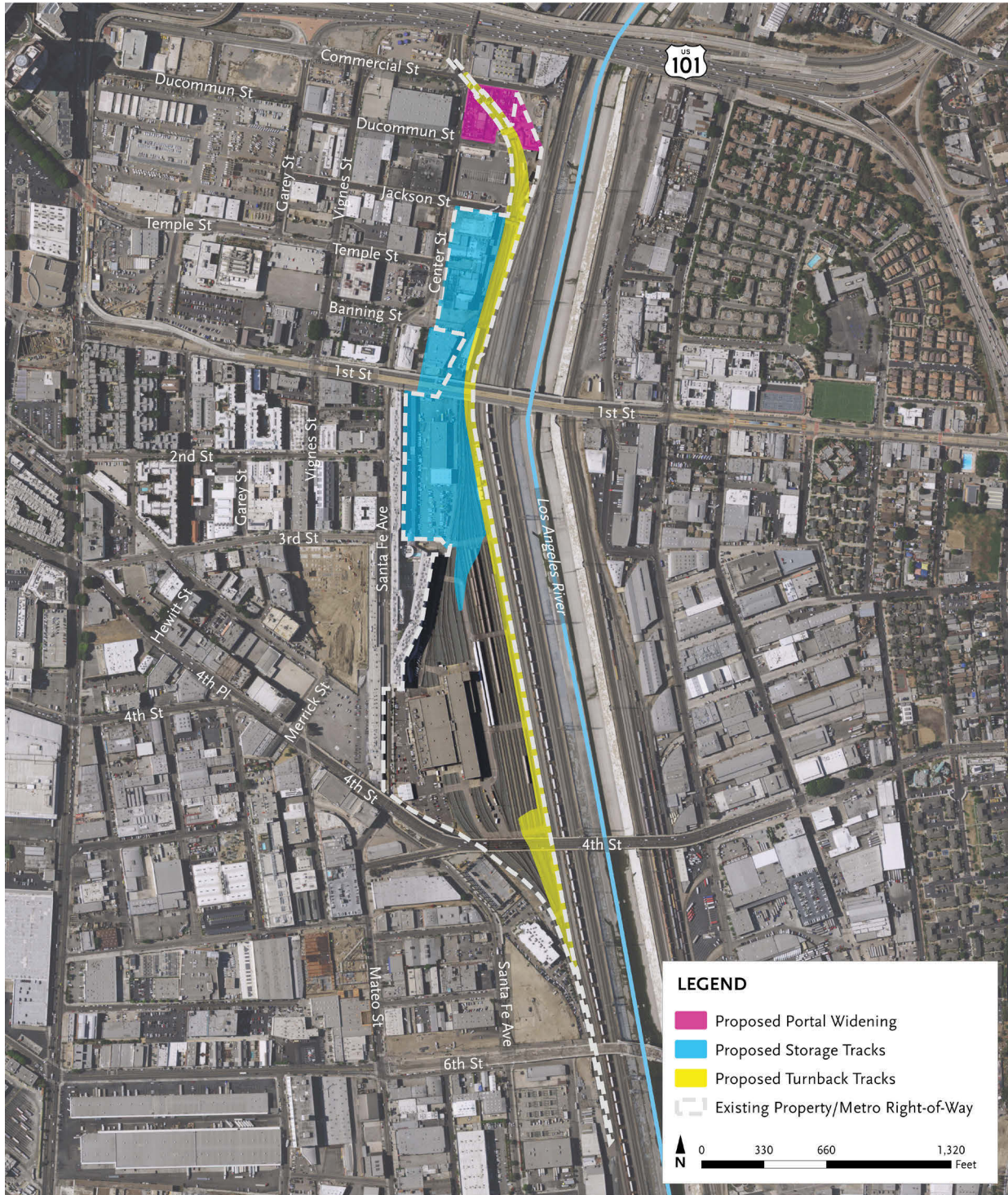
Background

On March 23, 2017, an Initial Study/Mitigated Negative Declaration was adopted by the Metro Board of Directors for a project to implement these modifications. Since that date, the design team has been looking at various refinements to maximize flexibility in the operations of the turnback facility. These refinements require additional environmental analysis in the context of an EIR to address potentially significant impacts.

Project Schedule



Division 20 Portal Widening and Turnback Facility



NOTE: Exact location of turnback tracks and yard tracks to be determined.
 Source: Terry A. Hayes Associates Inc., 2017

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Appendix I.1.2

Spanish Overview Fact Sheet



Division 20 Portal Widening and Turnback Facility

HOJA INFORMATIVA

Resumen del Proyecto

La Autoridad de Transportación Metropolitana del Condado de Los Angeles (Metro) está proponiendo mejoras en los servicios para Metro Red y Purple Lines, mediante el proyecto de ampliación del portal y la instalación de retorno de la División 20. Las dos líneas transportan más de 140,000 pasajeros diariamente y se prevé que el número de pasajeros crecerá en una cantidad de 49,000, luego de la expansión de Metro Purple Line hacia el Hospital Veterans Affairs West Los Angeles Medical Center. Actualmente, estos trenes cambian de vía antes de llegar a Union Station, y esto resulta en un embotellamiento y retraso del servicio. El proyecto tiene como objetivo mejorar la confiabilidad en la seguridad y el servicio ferroviario mediante tres mejoras centrales que incluyen:

- > La ampliación del túnel ferroviario al sur de la autopista US 101
- > La construcción de una instalación de retorno al nivel de la superficie en el patio existente de la División 20
- > La reconfiguración de las vías de almacenamiento ferroviario al nivel de la superficie.

El lugar del proyecto incluye el patio de ferrocarril ya existente, al lado del Rio de Los Angeles al este, con Santa Fe Avenue al oeste, con Ducommun Street al norte, y al sur del puente de 6th Street. El trazo del proyecto propuesto también incluye la expansión de los límites del patio de ferrocarril ya existente, el oeste hacia Center Street y al norte hacia la Commercial Street. El proyecto pasará a través de seis fases del proceso establecido en la Ley de Calidad Ambiental de California, (CEQA en inglés), tal como se señala en el esquema de abajo. El aviso de preparación del Borrador del Informe de Impacto Ambiental (EIR en inglés) será publicado el 18 de octubre de 2017 y se anticipa que el EIR Final será certificado en el otoño de 2018. El proyecto está financiado, pero no se han asignado los recursos más allá del desarrollo del EIR Final.

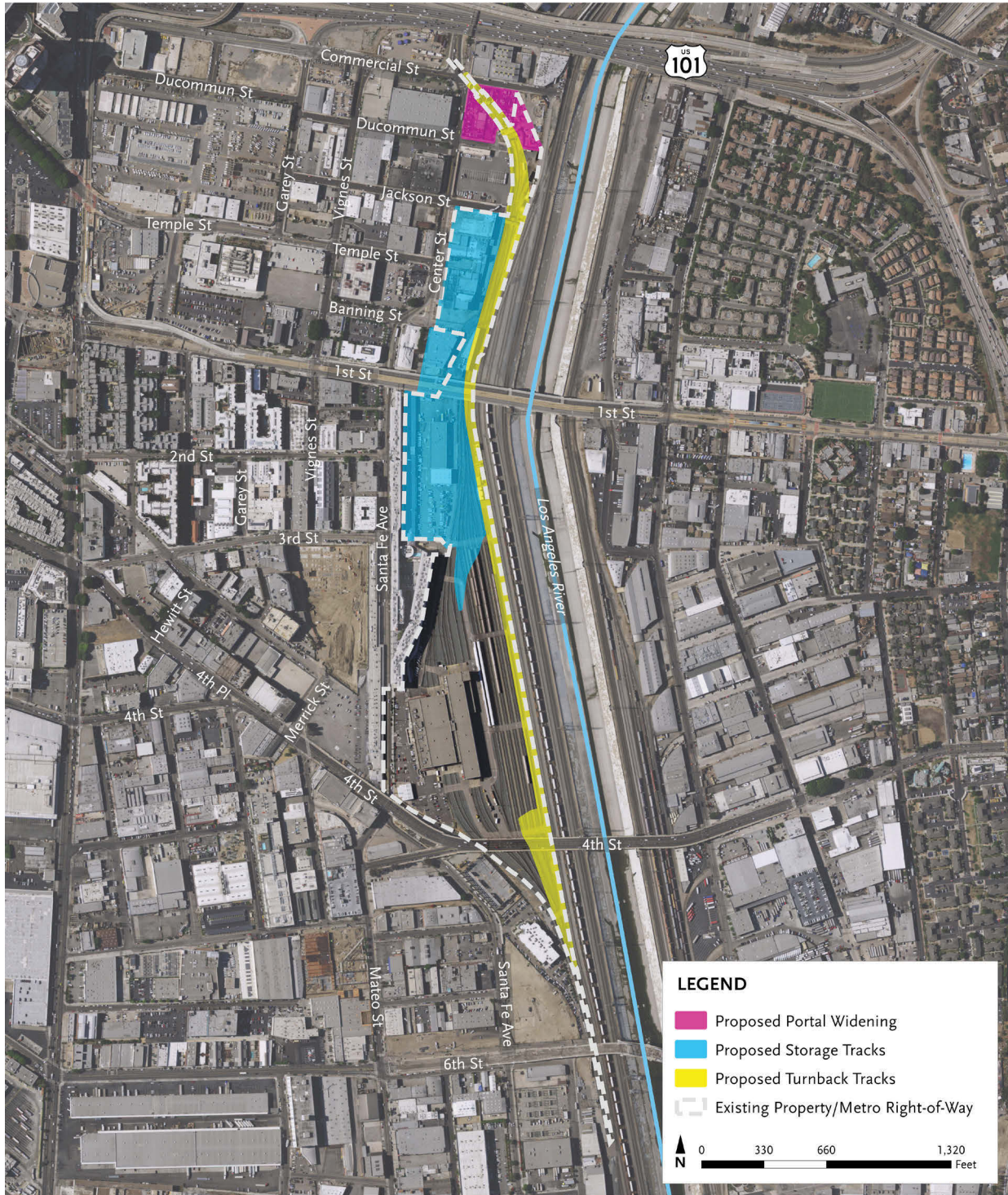
Antecedentes

El 23 de marzo de 2017, la Junta Directiva de Metro adoptó un Estudio Inicial/Declaración Negativa de Mitigación para un proyecto que implemente estas modificaciones. A partir de esa fecha, el equipo de diseño ha estado trabajando con mucho esmero para maximizar la adaptabilidad en las operaciones de la instalación de retorno. Estas mejoras requieren un análisis ambiental adicional en el contexto de un EIR a objeto de abordar potenciales impactos ignificativos.

Horario del proyecto



Division 20 Portal Widening and Turnback Facility



NOTA: La ubicación exacta de las vías de los rieles de retorno y del patio de ferrocarril, está por ser determinada.
 Source: Terry A. Hayes Associates Inc., 2017

Manténgase en contacto



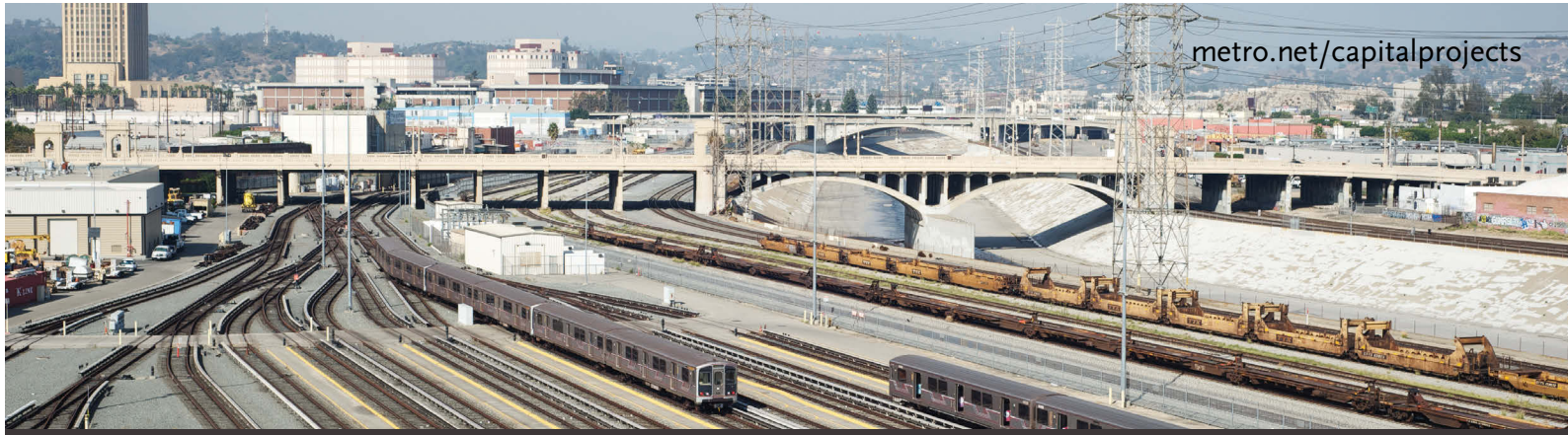
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Appendix I.1.3

Japanese Overview Fact Sheet



Division 20 Portal Widening and Turnback Facility

ファクトシート

プロジェクトの概要

ロスアンゼルスカウンティのメトロポリタントランスポーターションオーソリテイ (Metro) はRed 及び Purple ラインのディビジョン20のポータルの拡張と折り返し(ターンバック)施設を含むサービスの改善を提案しています。Red 及び Purple ラインは毎日140,000人以上の乗客を運んでおり、ラインの Veterans Affairs 西 Los Angeles メディカルセンターまでの延長後には更に49,000人の乗客率の増加が予想されています。現在この鉄道の切り替え線路ではUnion Station に入線する際に混雑と遅延が起きている。このプロジェクトはこれらのサービスの信頼性と安全問題を以下の3つの主な改善によって 表明することを目的としています。:

- > U.S. Highway 101の南のヘビーレイルのトンネルの拡大 (ポータルの拡大);
- > 現存のディビジョン20鉄道ヤード内の新しい地上レベルのターンバック(折り返し)施設の開発;及び
- > 地上レベルの鉄道格納用の線路の再編成

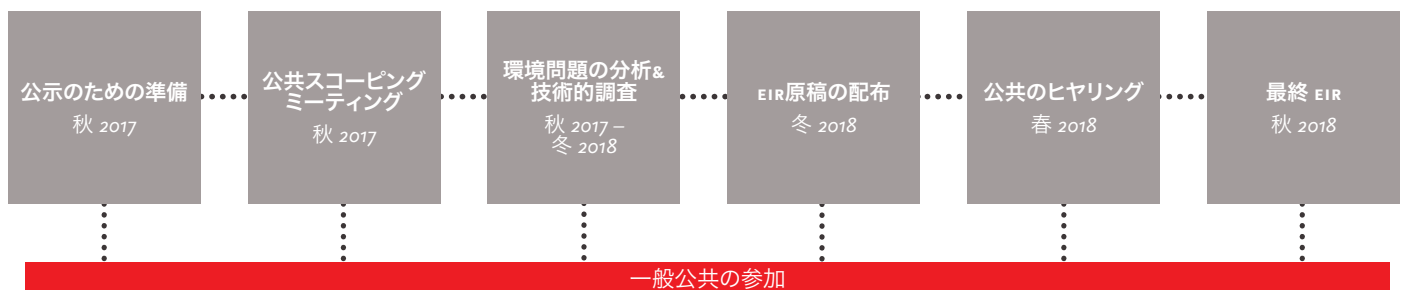
プロジェクトの現場には、一般的に Los Angeles 川が東、Santa Fe Avenue を西に、Ducommun Streetが北にそして6th Street ブリッジ が南にと囲まれている既存の鉄道ヤードが含まれています。提案中のプロジェクトのフットプリントは現存の鉄道ヤードの境界、Center Streetに向かって西とCommercial Streetに向かって北への拡張も含まれています。このプロジェクトは 下記に記されたカリフォルニア州の環境クオリティー法 (CEQA) の6段階のプロセスを通じて行われます。環境に与える影響のレポート(EIR)の原稿の準備のための通知は2017年10月18日に発表され、最終のEIRは2018年秋に承認されます。

このプロジェクトの予算はありますが最終のEIRの開発以降はまだありません。

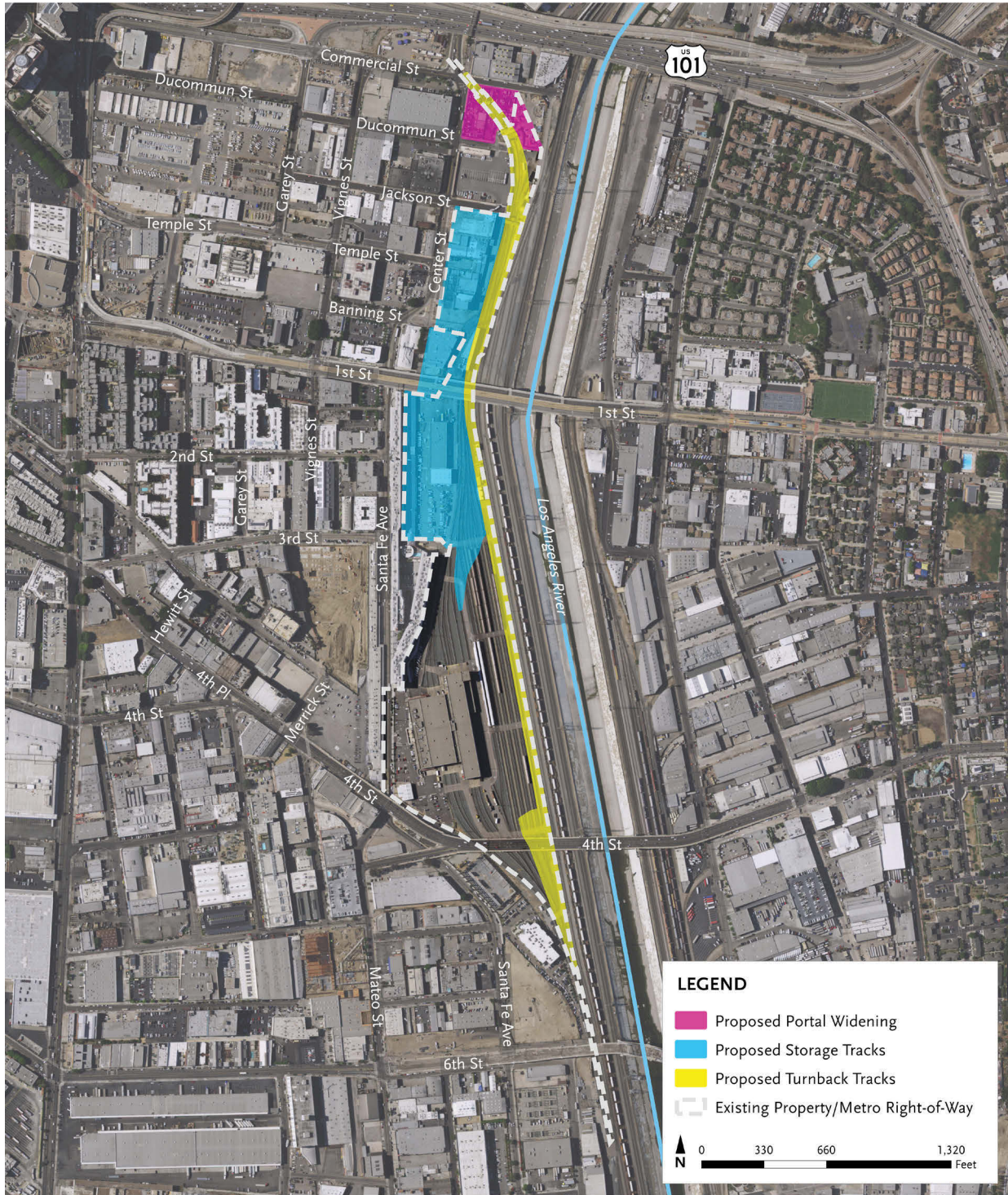
背景

2017年3月23日に初期調査/緩和された否定点の表明はMetroの理事たちによってプロジェクトがこれらの改変を実装させるために承諾されました。その日以来デザインチームはこの折り返し(ターンバック)施設の操業が最上のフレキシビリティを持つようにいくつかのデザインの精錬を求めています。この精錬は起こりうる多大な影響を知らしめるためにEIRの内容にある付随的な環境調査を必要とします。

プロジェクトのスケジュール



Division 20 Portal Widening and Turnback Facility



注: 正確な折り返し用の線路とヤード用の線路の場所は後に決定します。
 Source: Terry A. Hayes Associates Inc., 2017

密接に連絡を取り合しましょう。



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Appendix I.2

Frequently Asked Questions (FAQ)

Appendix I.2.1

English FAQ

Division 20 Portal Widening and Turnback Facility

FREQUENTLY ASKED QUESTIONS

What is the Division 20 Portal Widening and Turnback Facility Project?

Formerly known as the Red/Purple Line Core Capacity Improvements Project, the Division 20 Portal Widening and Turnback Facility Project proposes to accommodate increased service levels on the Metro Red and Purple Lines by making operational rail enhancements in the existing Division 20 rail yard. Planned improvements include: widening the heavy rail tunnel south of U.S. Highway 101 (Portal Widening), the development of a new, surface-level turnback facility (Turnback Facility), and the reconfiguration of the rail storage track.

The current project is located within the existing Metro rail yard, along the west side of the Los Angeles River, bound by U.S. Highway 101 to the north, Center Street and Santa Fe Avenue to the west, and the 6th Street Bridge to the south.

Why is the Project necessary?

Metro Red and Purple Lines carry over 140,000 passengers each day with ridership anticipated to grow by 49,000 following the new Purple Line extension to the Veterans Affairs West Los Angeles Medical Center. Core Project improvements, new track and switches will provide use of the new turnback, allow for increased headways, ensure reliable operations, improve operating safety of the Metro rail system, and increase storage capacity for the Purple Line.

Why is the project going through an EIR process?

Due to significant design refinements since the Initial Study/Mitigated Negative Declaration (MND), finalized in March 2017, Metro will conduct an environmental review process and document all findings in an Environmental Impact Report (EIR), as required under the State of California Environmental Quality Act (CEQA).

What issues will be studied?

The purpose of the Draft EIR is to disclose the impacts of the Proposed Project on the environment. The Draft EIR will address all topics listed in Appendix G of the CEQA Guidelines, and will focus on the following topics that have been identified as key impact areas:

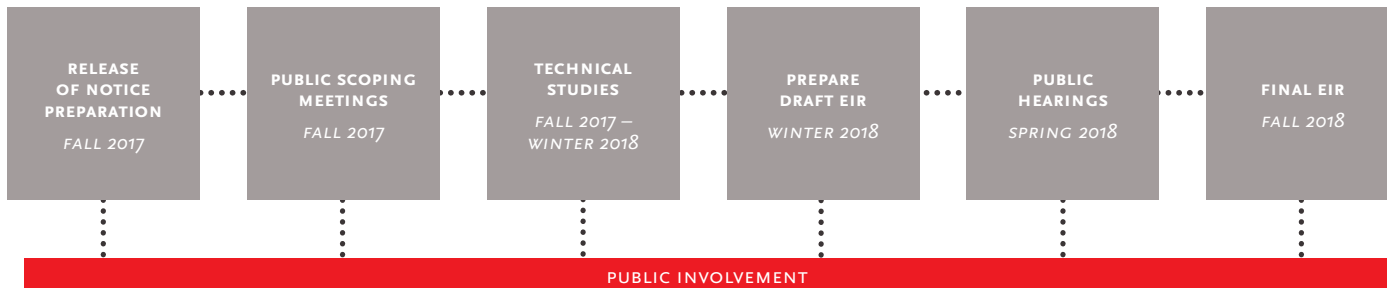
- > Aesthetics
- > Air Quality
- > Cultural Resources
- > Energy Resources
- > Greenhouse Gas Emissions
- > Hazards and Hazardous Materials
- > Noise and Vibration
- > Tribal Cultural Resources

Project design features and mitigation measures to reduce potentially significant impacts during construction and operation will be identified in the Draft EIR.

Will there be any property acquisitions?

The Project proposes the acquisition of property just south of Commercial Street to widen the portal, as well as property immediately north of 1st Street, just west of the existing rail corridor, in order to provide storage capacity. Metro will work with all affected property owners in accordance with State Law.

What is the EIR Timeline?



How do I become involved in the process?

Scoping is the first step in the environmental review process and interested parties are encouraged to participate in the upcoming Scoping Meetings:

Wednesday, October 25 2017

6 – 8pm
Art Share LA
801 E 4th Pl
Los Angeles, CA 90013

Wednesday, November 8, 2017


3 – 5pm
Japanese American Cultural and Community Center
Japanese Cultural Room, Floor 5
244 S San Pedro St
Los Angeles, CA 90012

If you cannot attend the scoping meetings and would still like to provide public comment, comments are welcome via email and regular mail (see contact information). You may also receive project updates and notifications by joining our mailing list at metro.net/capitalprojects under the “Division 20” tab.

The public will be notified when the Draft EIR is available and the document will be circulated for public comment prior to approval of the Final EIR. Interested parties are encouraged to participate in the future public hearings to provide comment on the Draft EIR.

When will the Scoping comment period begin and end?

Public Scoping comments will be received from Wednesday, October 18, 2017 through Friday, November 17, 2017. All comments received will be documented in the Scoping Report. Comments may be submitted via mail or email to the following:


 Cris B. Liban
Executive Officer, Environmental Compliance and Sustainability
Metro
One Gateway Plaza, MS 99-16-9
Los Angeles, CA 90012


 libane@metro.net

 metro.net/capitalprojects


Stay Connected

Please use the following contact tools to access additional project information, ask questions or provide comments.


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Appendix I.2.2

Spanish FAQ



Division 20 Portal Widening and Turnback Facility

PREGUNTAS FRECUENTES

¿En qué consiste el proyecto de ampliación del portal y la instalación de retorno de la División 20?

Conocido anteriormente como el proyecto del mejoramiento de la capacidad básica de la Metro Red y Purple Line, propone acomodar el aumento de los niveles de servicio en las líneas Red y Purple de Metro, realizando mejoras en el funcionamiento de los trenes ya existentes en el patio de ferrocarril de la División 20. Los mejoramientos ya planificados incluyen: la ampliación del túnel ferroviarios al sur de la autopista US 101, la construcción de una instalación de retorno al nivel de la superficie y la reconfiguración de las vías de almacenamiento ferroviario.

El proyecto está localizado en el patio de ferrocarril ya existente, al lado del Río de Los Angeles al oeste, contenido por la autopista 101 al norte, con Center Street y Santa Fe Avenue al oeste y el puente de 6th Street al sur.

¿Por qué es necesario este proyecto?

Las líneas Red y Purple de Metro transportan más de 140,000 pasajeros cada día y se prevé que el número de pasajeros crecerá en una cantidad de 49,000, luego de la nueva expansión de Metro Purple Line hasta el hospital Veterans Affairs West los Angeles Medical Center. Las mejoras del proyecto como las nuevas vías y los interruptores de bifurcación darán uso a la nueva instalación de retorno, permitiendo que se incremente la frecuencia de servicio ferroviario, se aseguren operaciones más confiables, se mejore la seguridad en las operaciones del sistema de trenes y que se incremente la capacidad de almacenamiento para Metro Purple Line.

¿Por qué el proyecto se está sometiendo a un proceso de Informe de Impacto Ambiental (EIR, en inglés)?

Debido a las importantes mejoras en el diseño, realizadas desde el estudio inicial/ Declaración Negativa de Mitigación (MND en inglés) finalizada en marzo del 2017, Metro llevará a cabo un proceso de revisión ambiental y documentará todas las recomendaciones contenidas en el Informe de Impacto Ambiental (EIR), como es requerido conforme a la Ley de Calidad Ambiental del Estado de California (CEQA en inglés).

¿Cuáles son los aspectos que serán estudiados?

El Borrador del EIR tiene el objetivo de mostrar los impactos ambientales del proyecto propuesto. El Borrador del EIR tomará en cuenta todos los temas indicados en el anexo G de las directrices de la CEQA y se enfocará en los siguientes puntos que han sido identificados como importantes áreas de impacto:

- > Estética
- > Calidad del aire
- > Recursos culturales
- > Recursos energéticos
- > Emisiones de gases de efecto invernadero
- > Riesgos y materiales peligrosos
- > Ruido y vibración
- > Recursos culturales tribales

Se identificarán en el Borrador del EIR, los elementos de diseño y las medidas de mitigación que tiene el proyecto para reducir posibles impactos importantes durante la construcción y el funcionamiento del mismo.

¿Habrán adquisiciones de propiedad?

El Proyecto propone la adquisición de una propiedad justo al sur de Commercial Street, para ampliar el portal, así como la propiedad inmediatamente al norte de 1st Street, justo al oeste del corredor del tren ya existente, para proporcionar capacidad de almacenamiento. Metro trabajará con todos los propietarios afectados de acuerdo a la ley estatal.

¿Cuál es el cronograma del EIR?



¿Cómo puedo involucrarme en el proceso?

Las reuniones públicas de evaluación del alcance del proyecto son el primer paso en el proceso de la revisión ambiental y se anima a las partes interesadas a participar en las próximas reuniones:

Miércoles, 25 de octubre de 2017

6 – 8pm
Art Share LA
801 E 4th Pl
Los Angeles, CA 90013

Miércoles, 8 de noviembre de 2017


3 – 5pm
Japanese American Cultural and Community Center
Japanese Cultural Room, Floor 5
244 S San Pedro St
Los Angeles, CA 90012

Si usted no puede asistir a las reuniones públicas de evaluación del alcance del proyecto, pero le gustaría someter un comentario, puede someterlo a través del correo regular o electrónico (vea información de contacto). También podrá recibir actualizaciones del proyecto y notificaciones registrándose a nuestra lista de correos en metro.net/capitalprojects bajo la sección División 20.

El público será notificado cuando el Borrador del EIR esté disponible y el documento será puesto en circulación para los comentarios del público. Se les anima a las personas interesadas participar en las audiencias públicas futuras para aportar los comentarios al borrador EIR.

¿Cuándo comenzará y terminará el periodo de los comentarios públicos?

Los comentarios públicos sobre la evaluación del alcance del proyecto serán recibidos a partir del miércoles 18 de octubre de 2017 hasta el viernes 17 de noviembre de 2017. Todos los comentarios recibidos serán registrados en el Informe de Evaluación del Alcance del Proyecto. Los comentarios pueden ser enviados por correo postal o por correo electrónico a las siguientes maneras:


 Cris B. Liban
Executive Officer, Environmental Compliance
and Sustainability
Metro
One Gateway Plaza, MS 99-16-9
Los Angeles, CA 90012


 libane@metro.net


 metro.net/capitalprojects

Manténgase en contacto

Por favor utilice las siguientes herramientas de contacto para acceder a información adicional sobre el proyecto, hacer preguntas o realizar comentarios.


 Michael Cortez, Community Relations Manager
Metro
One Gateway Plaza, MS 99-22-9
Los Angeles, CA 90012

 213.922.4465

 cortezmic@metro.net

 metro.net/capitalprojects

 [@metrolosangeles](https://twitter.com/metrolosangeles)

 facebook.com/losangelesmetro

Appendix I.2.3

Japanese FAQ

Division 20 Portal Widening and Turnback Facility

よく聞かれる質問

ディビジョン20ポータルの拡張及びターンバック(折り返し)施設のプロジェクとは何ですか？

以前には Red/Purple Line コアキャパシティー改善プロジェクトとして知られていたディビジョン20ポータル拡張及びターンバック(折り返し)施設プロジェクトは既存のディビジョン20 鉄道ヤードにおける操業上の鉄道の強化を行うことによって Metro Red 及び Purple ラインのサービスレベルを向上させるために提案されています。計画されている改善は以下を含みます。: US Highway 101の南のヘビーレイルトンネルの拡張(ポータル拡張), 新しい地上レベルのターンバック(折り返し)施設及び鉄道格納線路の再構成。

プロジェクトの現場には、一般的に Los Angeles 川が東、Santa Fe Avenue を西に、Ducommun Streetが北にそして 6th Street ブリッジ が南にと囲まれている既存の鉄道ヤードが含まれています。提案中のプロジェクトのフットプリントは既存の鉄道ヤードの境界、Center Streetに向かって西と Commercial Streetに向かって北への拡張も含まれています。

なぜこのプロジェクトが必要なのですか？

Metro Red 及び Purple ラインは一日に 140,000 人以上の乗客を運びます。そして乗車率は新しいPurpleラインのベテランズアフェアズ西 Los Angelesメディカルセンターまでの延長後には 49,000人ほど増加すると想定されています。コアプロジェクトの改善、新しい線路と信号切り替えは新しいターンバック(折り返し)の使用を可能にし1方向に走る本数を増加させ信頼できる操業を確実にし、Metro レイルシステムの安全操業を改善させます。そして Purple Lineの格納スペースを増加させます。

なぜこのプロジェクトはEIR プロセスを通過しなければいけないのですか？

2017年の3月に終了した初期の調査/緩和された否定点の表明(MND)以来、重要なデザインの精錬が行われたために Metroは環境問題の検討のプロセスを開始し全ての内容を Environmental Impact Report (環境に与える影響のレポート)(EIR)に記載します。それは the State of California Environmental Quality Act(カリフォルニア州の環境クオリティー法) (CEQA)により必須とされています。

何の問題が調査されるのですか？

EIRの原稿の目的は提案中のプロジェクトの環境に与える影響を公表するためのものです。EIRの原稿は CEQA ガイドラインの付録Gにリストされたすべてのトピックについて発表します。そして主だった影響とされている以下のトピックについて焦点をあてます。:

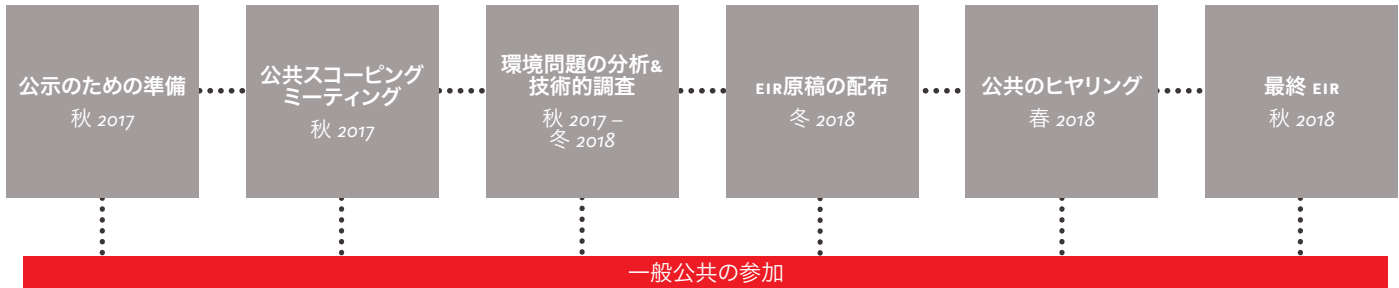
- > 美的価値
- > 空気のクオリティ
- > 文化的な資源
- > エネルギー資源
- > 温室効果ガスの排出
- > 危険及び有害物質
- > 騒音及び震動
- > 部族文化的な資源

プロジェクトのデザイン機能及び工事中または操業中に起こりうる重大な影響への緩和策はEIR原稿の中で識別されます。

土地の取得がある予定ですか？

このプロジェクトはポータルを拡張するためにCommercial streetのすぐ南の土地を取得、また 1st Streetのすぐ北の土地、また既存の鉄道回廊のすぐ西の土地を格納スペースの容量を提供するために取得することも提案しています。Metro は影響を受ける全ての土地の所有者たちと州の法律に沿って働きかけていきます。

EIRのタイムラインはどうなっていますか?



このプロセスに私はどのように参加できますか?

スコーピングは環境問題の検討プロセスのための一番最初の第一歩であり、興味をおもちの方々は今後行われるスコーピングミーティングにご参加されることをお勧めします。

2017年10月25日水曜日

6 – 8pm
Art Share LA
801 E 4th Pl
Los Angeles, CA 90013


2017年11月8日水曜日


3 – 5pm
Japanese American Cultural and Community Center
Japanese Cultural Room, Floor 5
244 S San Pedro St
Los Angeles, CA 90012

もしスコーピングミーティングに参加が不可能でも公共のコメントを提出したい場合には、コメントをEmailまたは普通郵便でも受け付けています。(以下の連絡先をご覧ください。)また私共のメイリングリストにのせることであなたはプロジェクトの最新情報や通知をうけとることができます。metro.net/projects/capital-projects の “Division 20” のタブの下にメイリングリストがあります。EIRの原稿を作成次第公共への通知がなされ公共のコメントのための書類が配布されます。最終のEIRが了承される前に、興味のある方々は将来の公共のヒヤリングに参加しEIR原稿についてのコメントを提出されることをお勧めします。

スコーピングコメントの期間はいつ始まりいつ終わりますか?

公共のスコーピングコメントは2017年10月18日水曜日から2017年11月17日金曜日までのあいだに受理されます。受理されたすべてのコメントはスコーピングレポートに記載されます。コメントは郵便またはEmailにて以下に提出することができます:


 Cris B. Liban
Executive Officer, Environmental Compliance
and Sustainability
Metro
One Gateway Plaza, MS 99-16-9
Los Angeles, CA 90012


 libane@metro.net


 metro.net/capitalprojects

密接に連絡を取り合しましょう。

以下の連絡方法を使い付随的なプロジェクトのインフォメーションにアクセスし、質問やコメントをお寄せください。


 Michael Cortez, Community Relations Manager
Metro
One Gateway Plaza, MS 99-22-9
Los Angeles, CA 90012

 213.922.4465

 cortezmic@metro.net

 metro.net/capitalprojects

 [@metrolosangeles](https://twitter.com/metrolosangeles)

 facebook.com/losangelesmetro

Appendix I.3
Meeting Agenda

Appendix I.3.1
Agenda Meeting #1



Division 20 Portal Widening and Turnback Facility

Agenda

Scoping Meeting

Wednesday, October 25, 2017

6 – 8pm

Art Share L.A.

801 E 4th Street

Los Angeles, CA 90013

6:00 – 6:30 pm Meet & Greet

6:30 – 7:00 pm Presentation

Scoping Process & CEQA Overview

Project Background & Description

Next Steps

7:00 – 8:00 pm Open House

Thank you for participating in today's Scoping Meeting!

Appendix I.3.2
Agenda Meeting #2



Division 20 Portal Widening and Turnback Facility

Agenda

Scoping Meeting

Wednesday, November 8, 2017

3 – 5pm

Japanese American Cultural & Community Center (JACCC)

244 S San Pedro St

Los Angeles, CA 90012

3:00 – 3:30 pm Meet & Greet

3:30 – 4:00 pm Presentation

Scoping Process & CEQA Overview

Project Background & Description

Next Steps

4:00 – 5:00 pm Open House

Thank you for participating in today's Scoping Meeting!

Appendix I.4
Comment Card

Fold Here

Place
Stamp
Here

Cris B. Liban
Executive Officer, Environmental Compliance and Sustainability
Metro
One Gateway Plaza
MS 99-16-9
Los Angeles, CA 90012



Division 20 Portal Widening and Turnback Facility

Appendix J

Presentation & Exhibit Boards

Appendix J.1

Presentation

Meeting #1 (October 25, 2017)

Art Share LA

Appendix J.2

Presentation

Meeting #2 (November 8, 2017)

Japanese American Cultural and Community Center

Appendix J.3

Exhibit Boards

Appendix J.1

Presentation Meeting #1 (October 25, 2017)

Art Share LA

Division 20 Portal Widening and Turnback Facility

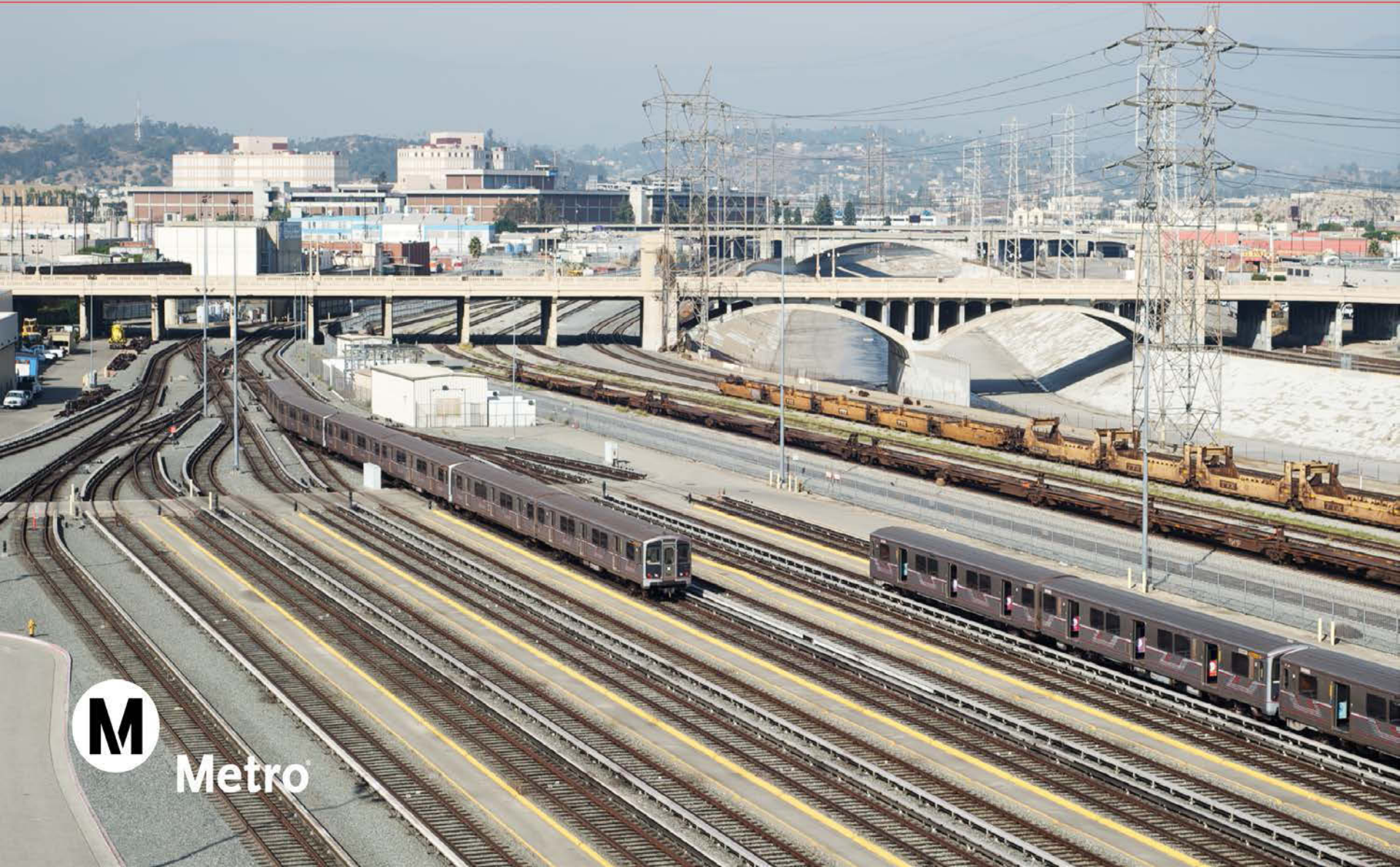
Public Scoping Meeting – October 25, 2017



Meeting Agenda

- Scoping Process & CEQA Overview
- Project Background & Description
- Next Steps
- Open House

Scoping Process/CEQA Overview



Purpose of this Scoping Meeting

- Held during 30 day public comment period
- Provide Project information
- Receive input on environmental resources and issues to be addressed in the Draft EIR



Metro

Public meeting for project IS/MND, December 2016

What is CEQA?

California Environmental Quality Act

- An environmental review process to identify significant environmental impacts and adopt feasible ways to reduce those impacts, also known as mitigation measures
- Considers 18 environmental topics

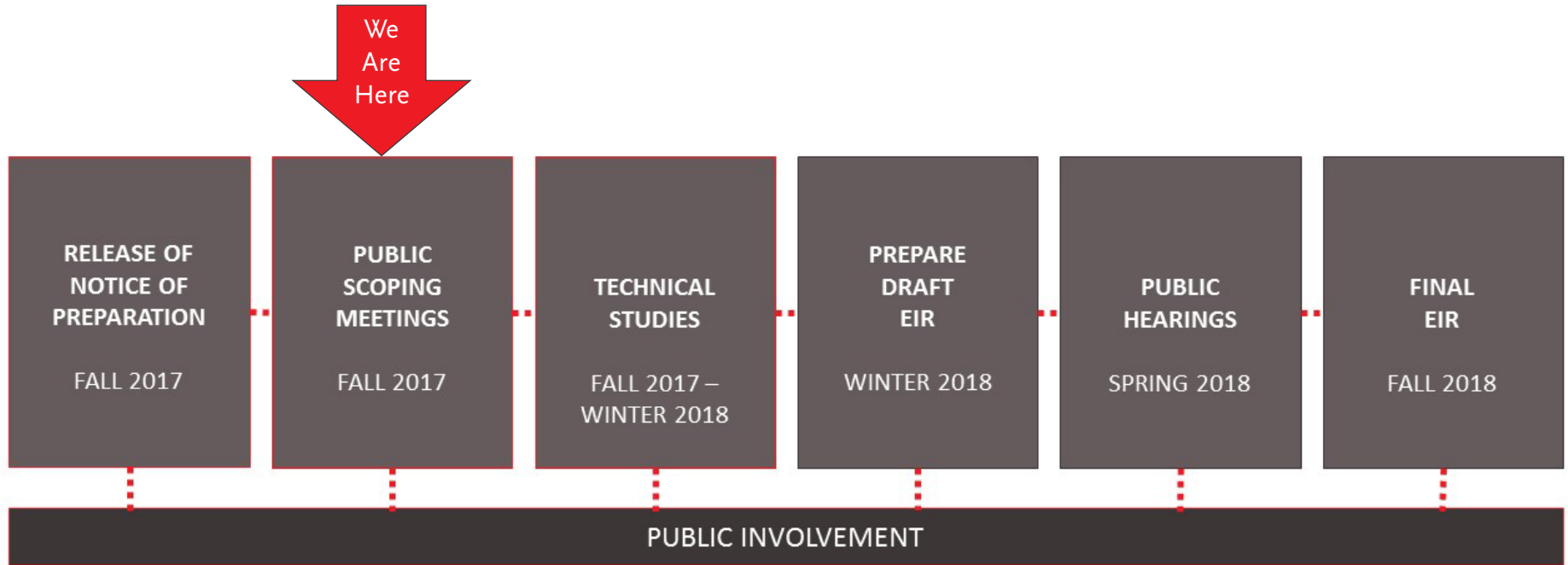


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Topics Discussed in the Draft EIR

- Air Quality
- Aesthetics
- Biological Resources
- Hazards and Hazardous Materials
- Utilities/Service Systems
- Cultural Resources
- Hydrology/Water Quality
- Noise
- Energy Resources
- Greenhouse Gases
- Land Use and Planning
- Transportation/Traffic

Environmental Review Timeline

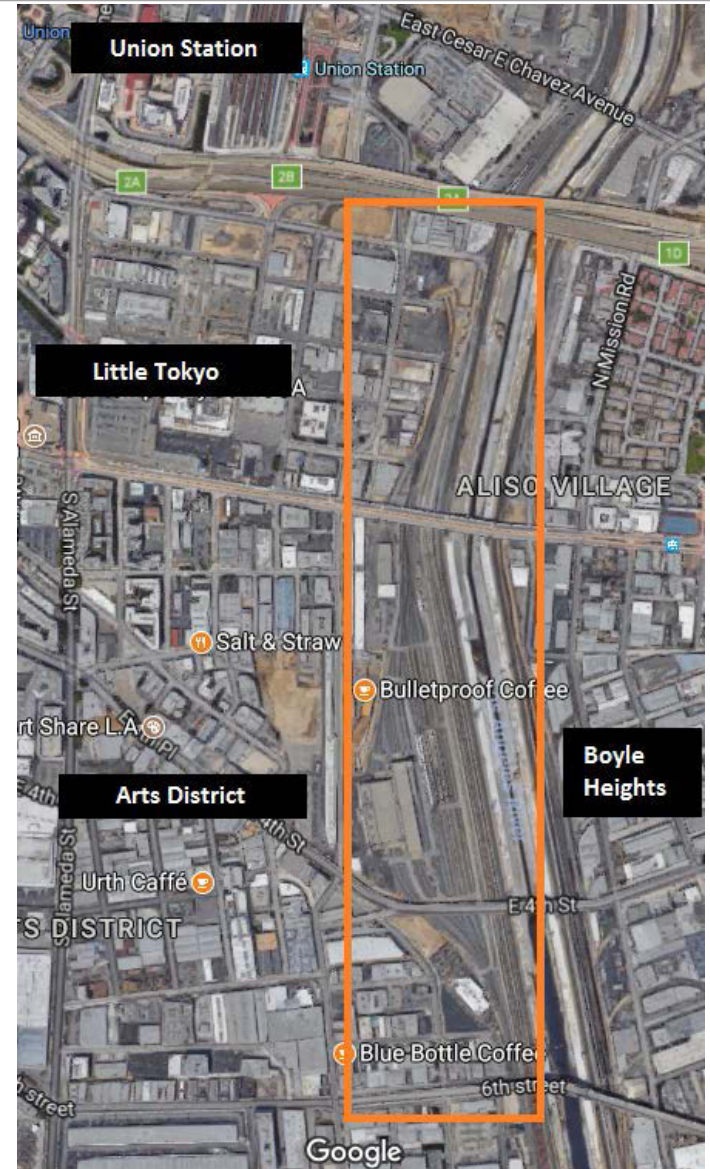


Project Background & Description



Project Area

- Division 20 rail yard is approximately forty-five acres, housing Metro Red and Purple Line train storage and maintenance facilities



Project Needs

- Metro Red and Purple Lines carry over **140,000 passengers each day**
- Metro Purple Line Extension Section 1 will open 2023
- Ridership is expected to **grow by 49,000** when Metro Purple Line is extended to the VA West Los Angeles Medical Center
- **Faster service times** between Union Station and Vermont/Wilshire station

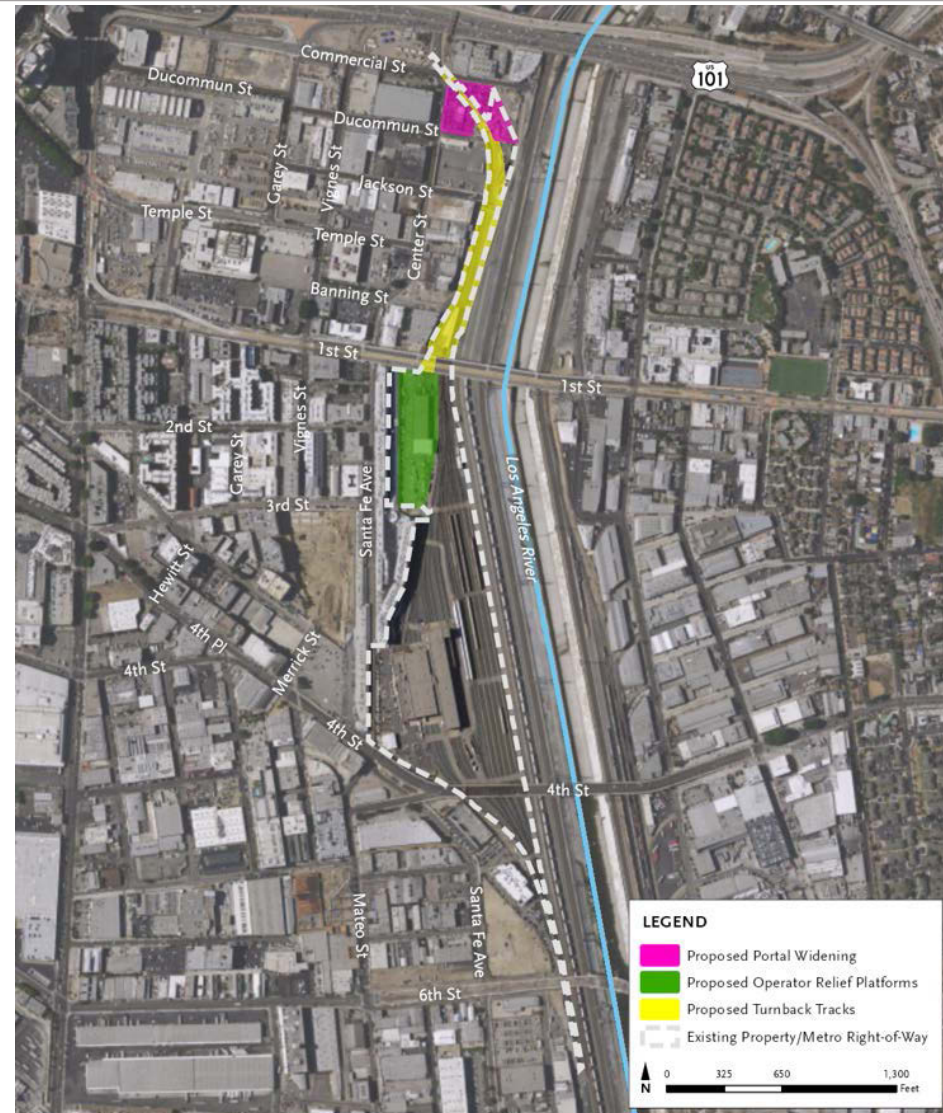


Metro Red Line

Project History

Initial Study/Mitigated Negative Declaration, March 2017

- Portal widening
- Turnback tracks
- Operator relief platforms

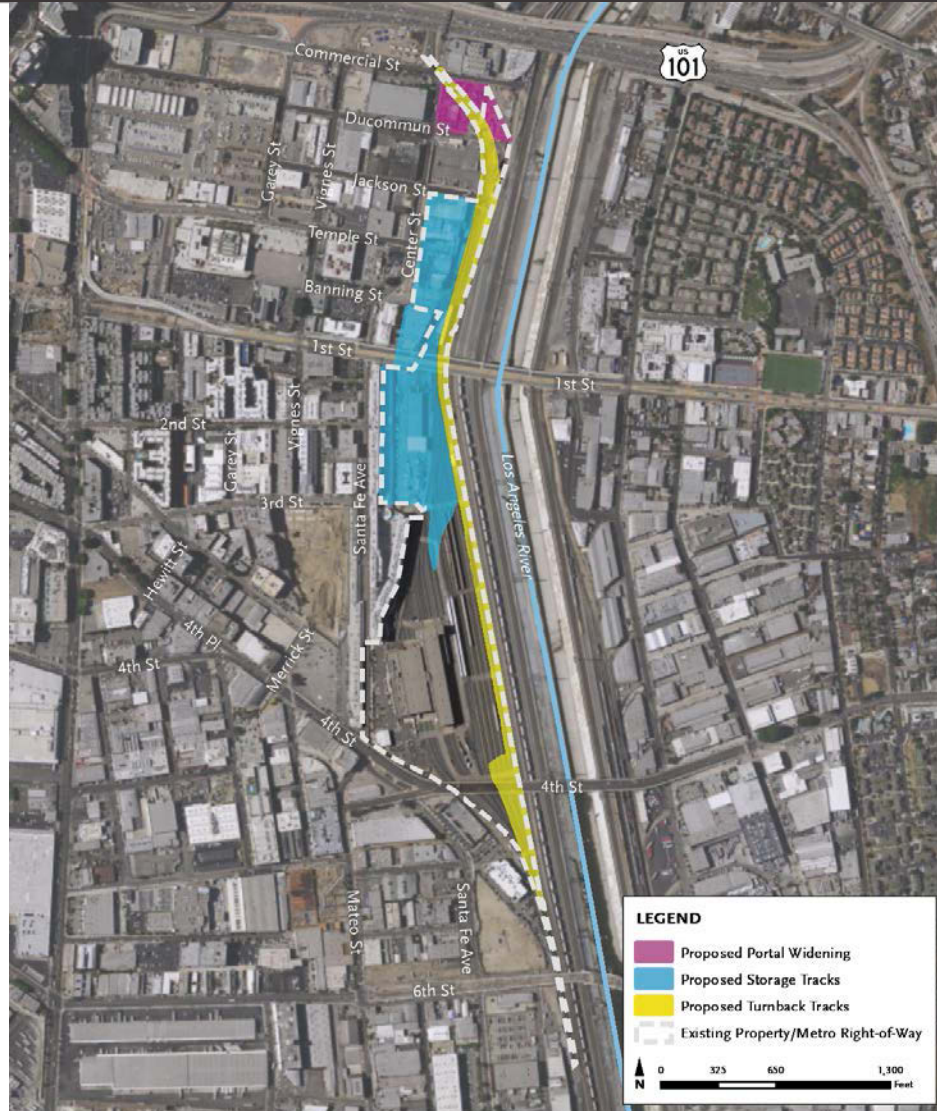


NOTE: Exact location of turnback tracks and yard tracks to be determined.

Source: Terry A. Hayes Associates Inc., 2017.

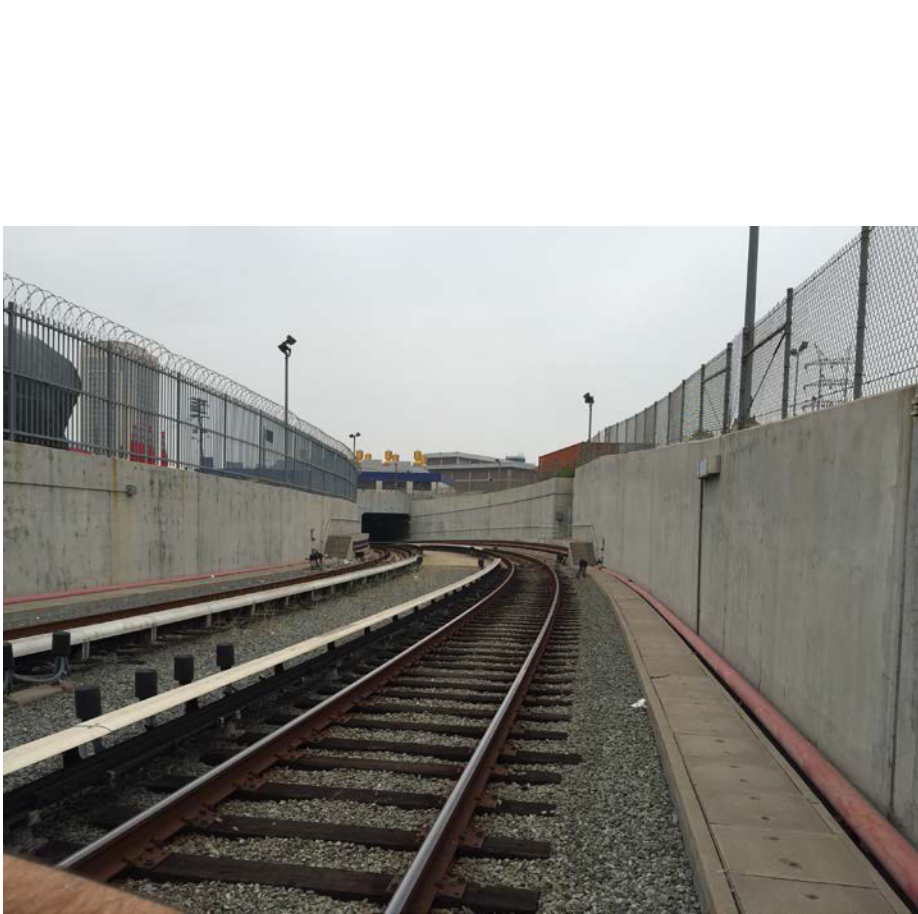
Revised Project Design-Overview

- Portal widening (unchanged)
- Turnback tracks shifted east
- Storage tracks shifted/expanded to west



NOTE: Exact location of storage tracks and turnback tracks to be determined.
Source: Terry A. Hayes Associates Inc., 2017.

Revised Project Design-Portal Widening



Proposed portal widening area (pink)



Existing heavy rail portal, south of 101 freeway

Metro

Revised Project Design-Storage Tracks



View of property, facing north from 1st Street Bridge



View of property, facing south from 1st Street Bridge



Proposed storage tracks area (blue)



Metro

Revised Project Design-*Turnback Tracks*



View of 1st Street Bridge from 4th Street Bridge



Proposed turnback facility area (yellow)

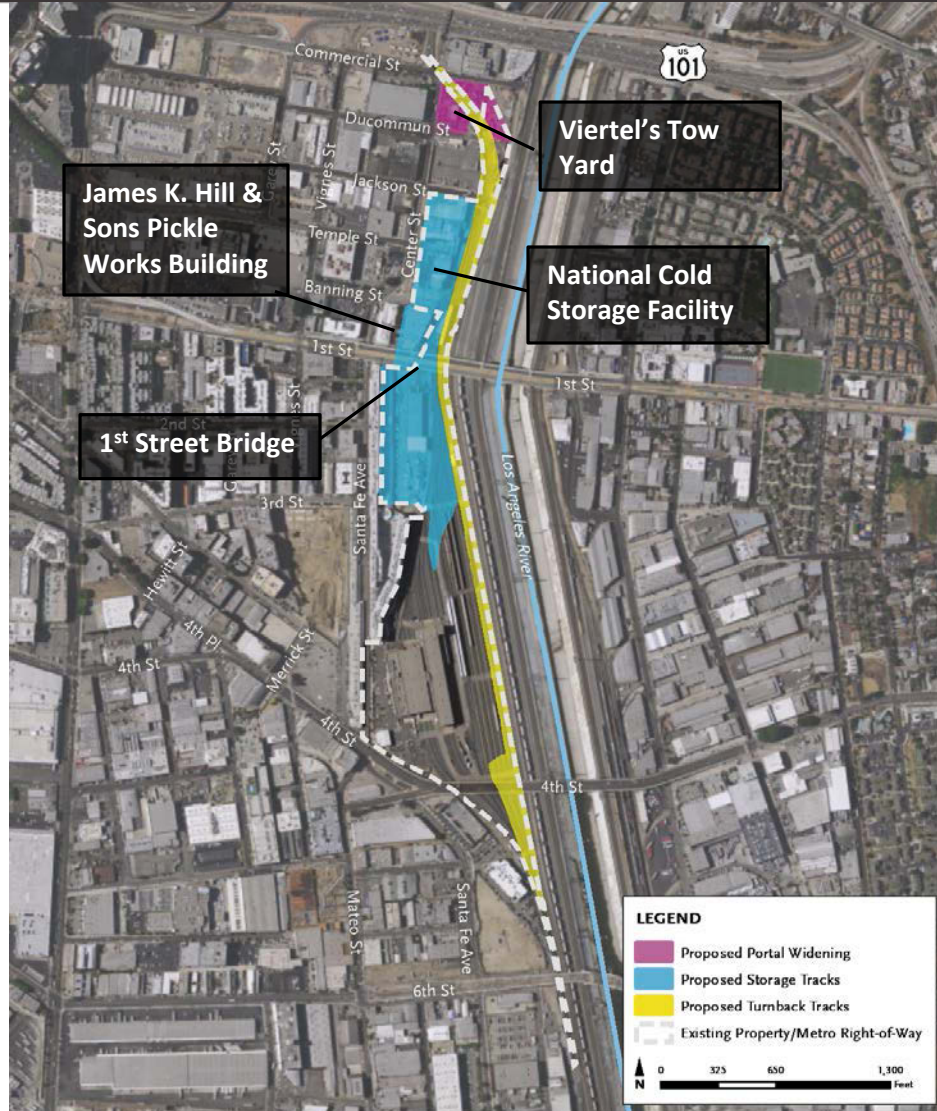


Metro

Affected Properties

- 1st Street Bridge*
- National Cold Storage Facility
815 East Temple Street, 234
Center Street, and 210 Center
Street
- James K. Hill & Sons Pickle Works
Building *
1001-1007 East 1st Street
- Viertel's Tow Yard*
500 N Center Street

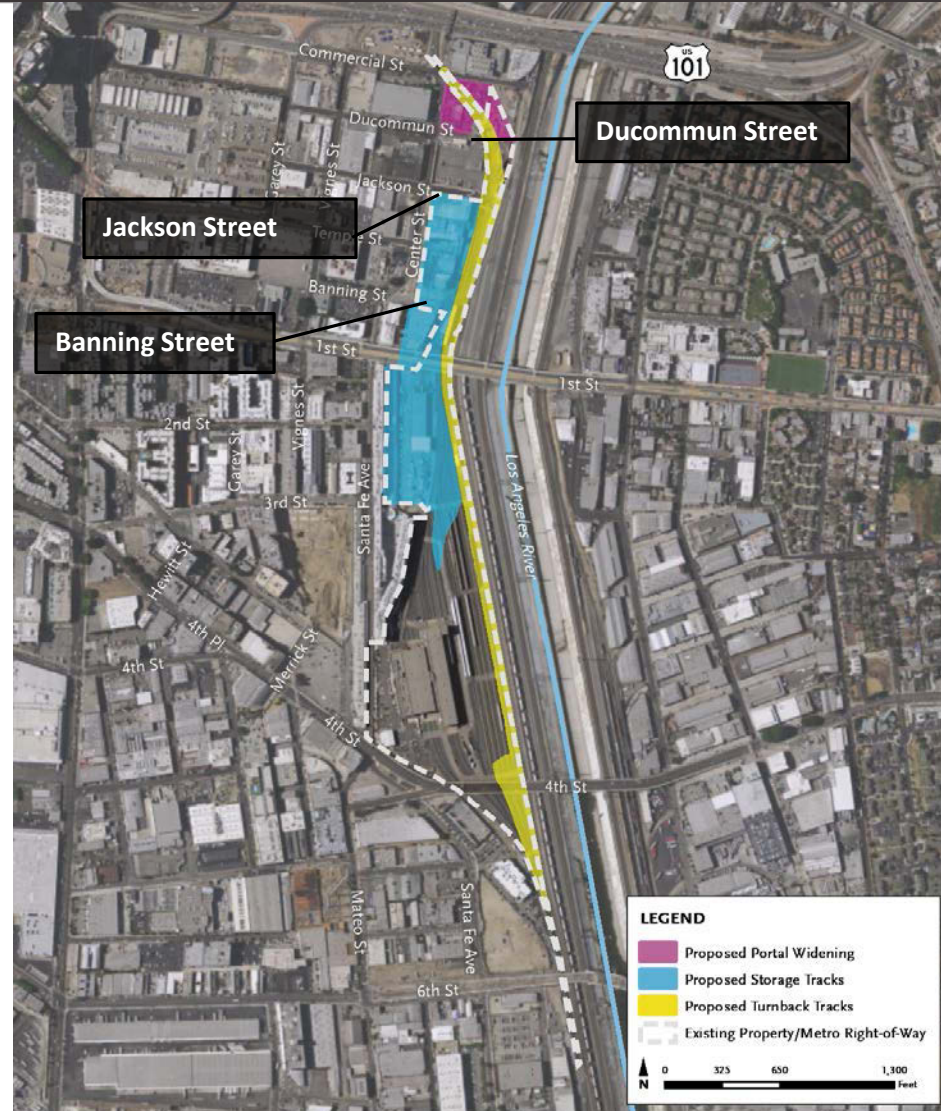
* *Non-Metro owned properties*



NOTE: Exact location of storage tracks and turnback tracks to be determined.
Source: Terry A. Hayes Associates Inc., 2017.

Affected Streets

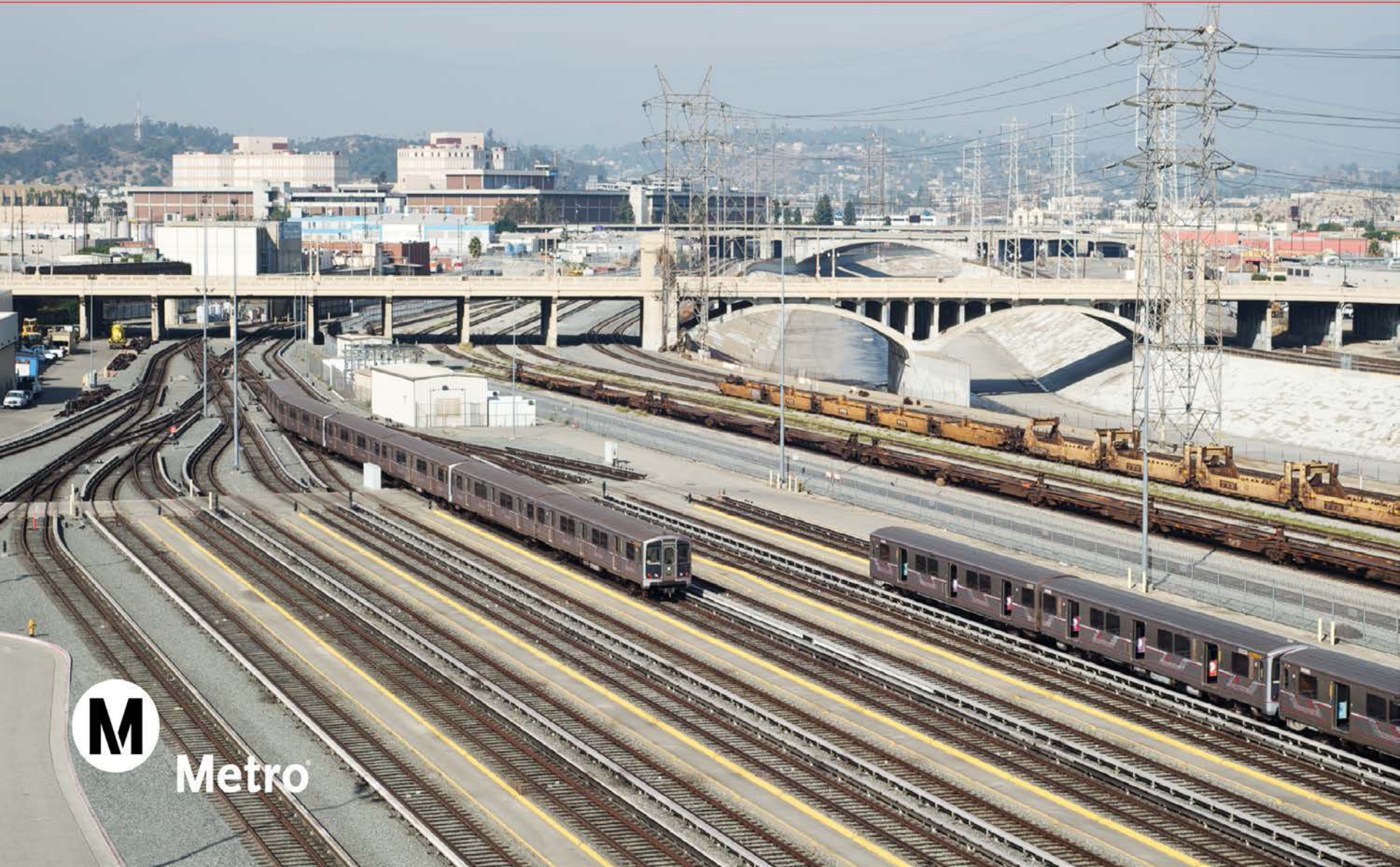
- Jackson Street
- Banning Street
- Ducommun Street



NOTE: Exact location of storage tracks and turnback tracks to be determined.

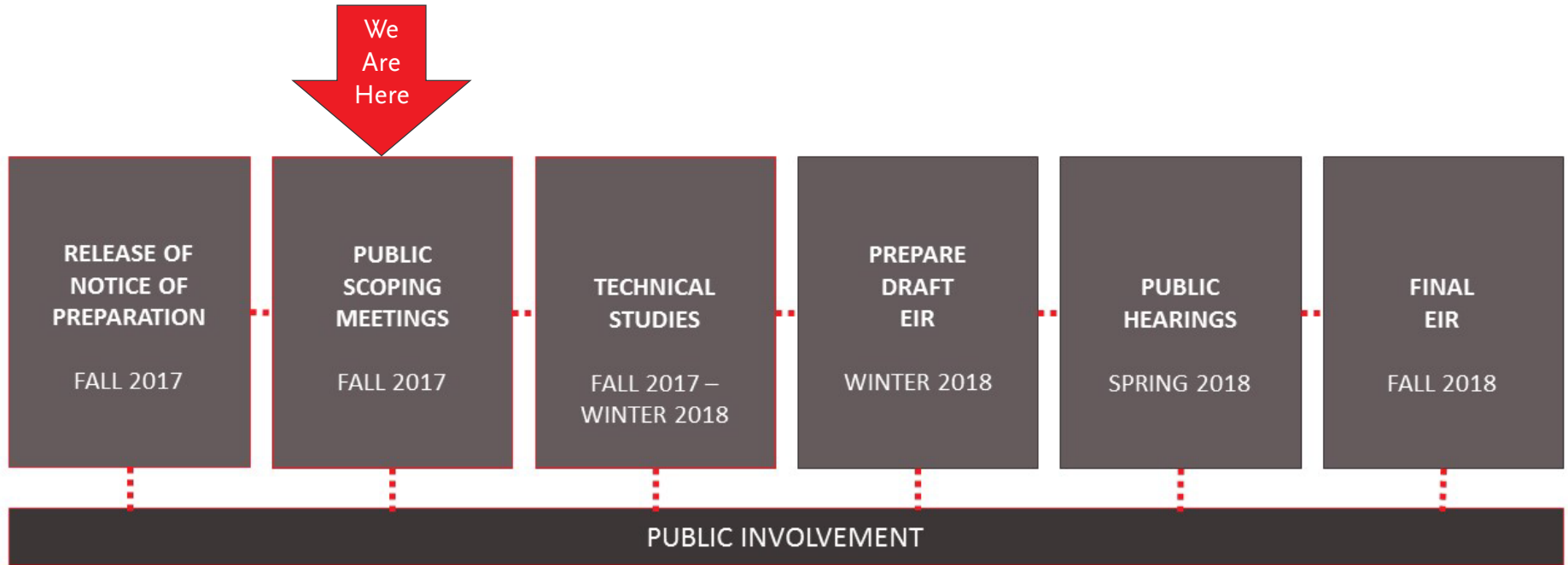
Source: Terry A. Hayes Associates Inc., 2017.

Next Steps



Metro

Environmental Schedule



Next Steps

- 30-day public comment period for the Notice of Preparation (NOP) ends:
Friday, November 17, 2017
 - › Comments may be submitted via mail or email to the following:
Cris B. Liban, Executive Officer, Environmental Compliance and Sustainability
One Gateway Plaza, M/S 99-16-9
Los Angeles, CA 90012
libane@metro.net
- Next Scoping Meeting will be held:
Wednesday, November 8, 2017
3 – 5 pm
Japanese American Cultural & Community Center (JACCC)
244 South San Pedro St
Los Angeles, CA 90012



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Stay Informed



Michael Cortez
Community Relations Manager



213.922.4465



metro.net/capital-projects



cortezmic@metro.net



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Division 20 Portal Widening and Turnback Facility

Thank you!



Appendix J.2

Presentation Meeting #2 (November 8, 2017)
Japanese American Cultural and Community Center

Division 20 Portal Widening and Turnback Facility

Public Scoping Meeting – November 8, 2017



Meeting Agenda

- Scoping Process & CEQA Overview
- Project Background & Description
- Next Steps
- Open House

Scoping Process/CEQA Overview



Purpose of this Scoping Meeting

- Held during 30 day public comment period
- Provide Project information
- Receive input on environmental resources and issues to be addressed in the Draft EIR



Metro

Public meeting for project IS/MND, December 2016

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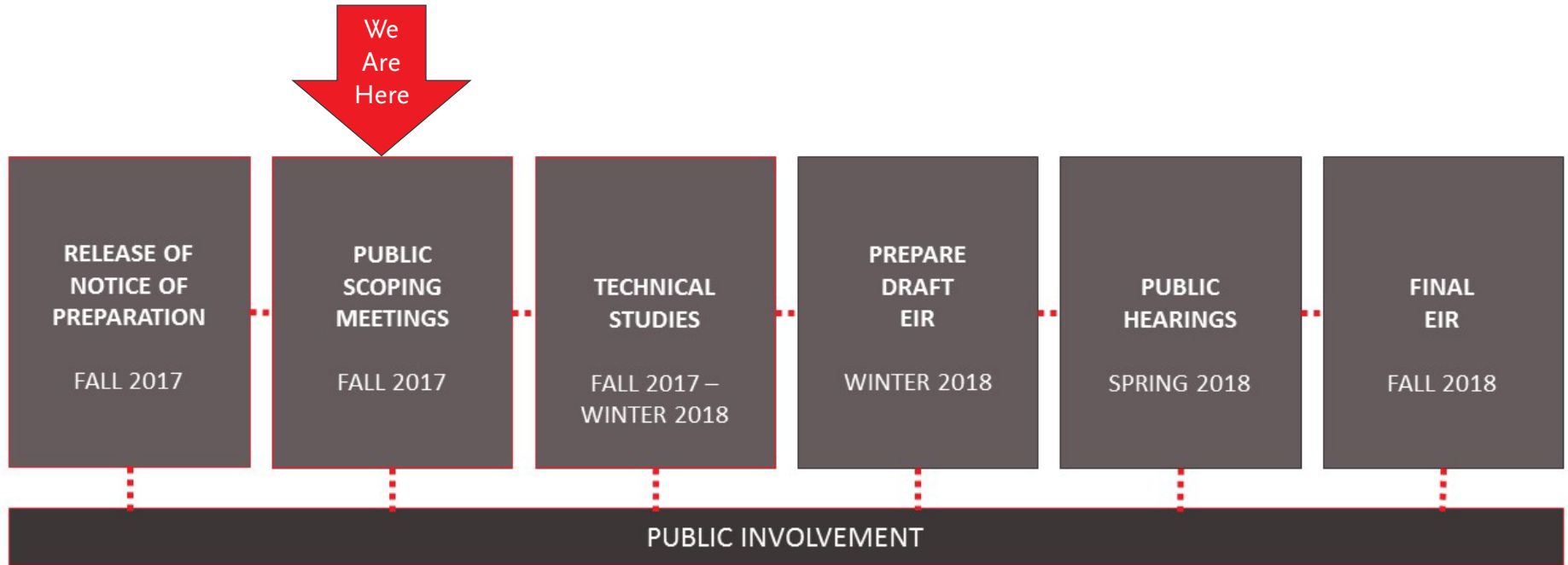
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- An environmental review process to identify significant environmental impacts and adopt feasible ways to reduce those impacts, also known as mitigation measures
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Topics Discussed in the Draft EIR

- Air Quality
- Aesthetics
- Biological Resources
- Hazards and Hazardous Materials
- Utilities/Service Systems
- Cultural Resources
- Hydrology/Water Quality
- Noise
- Energy Resources
- Greenhouse Gases
- Land Use and Planning
- Transportation/Traffic

Environmental Review Timeline

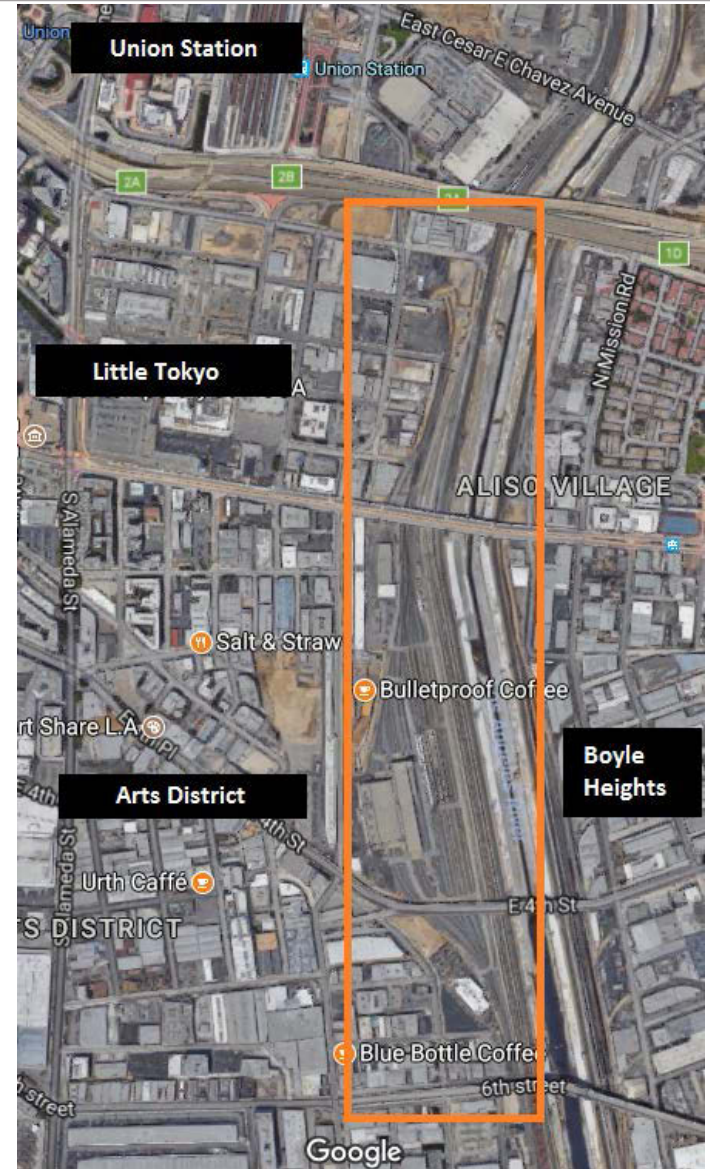


Project Background & Description



Project Area

- Division 20 rail yard is approximately forty-five acres, housing Metro Red and Purple Line train storage and maintenance facilities



Project Needs

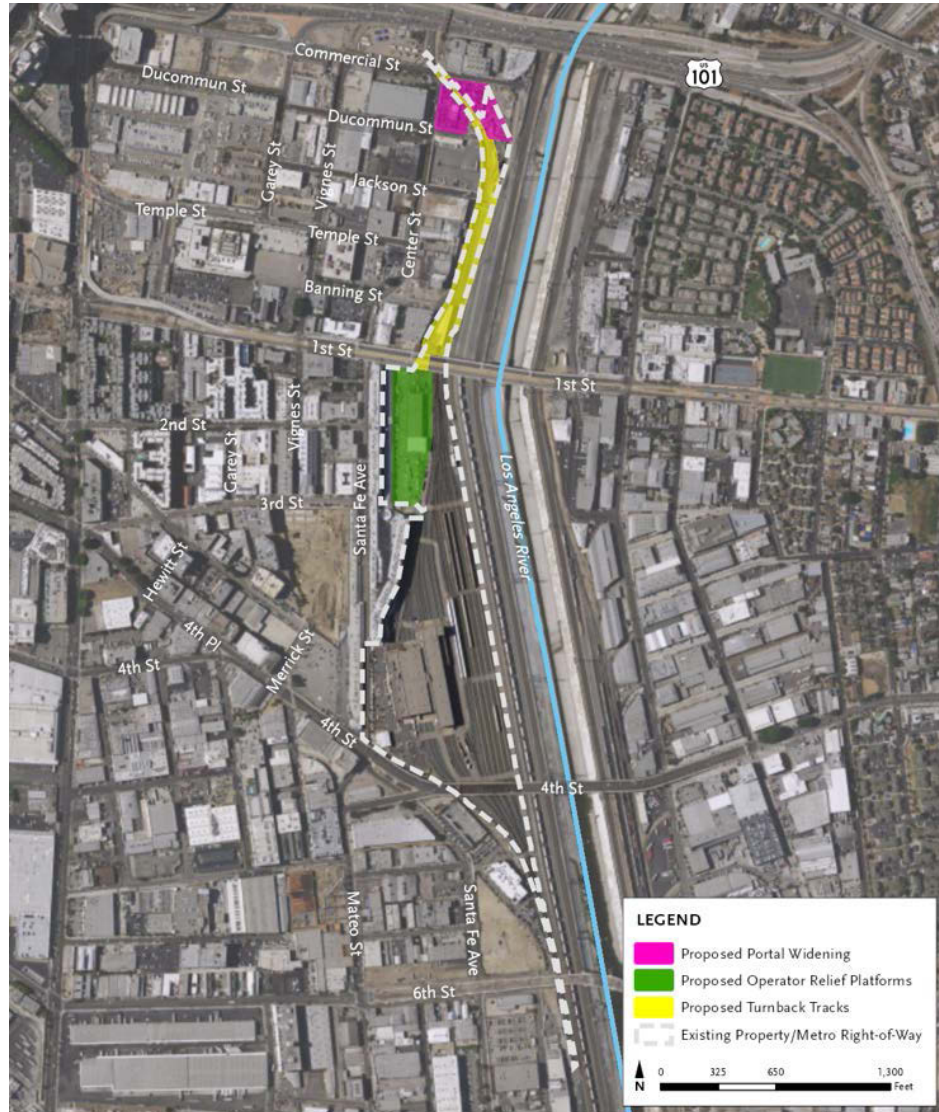
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Project History

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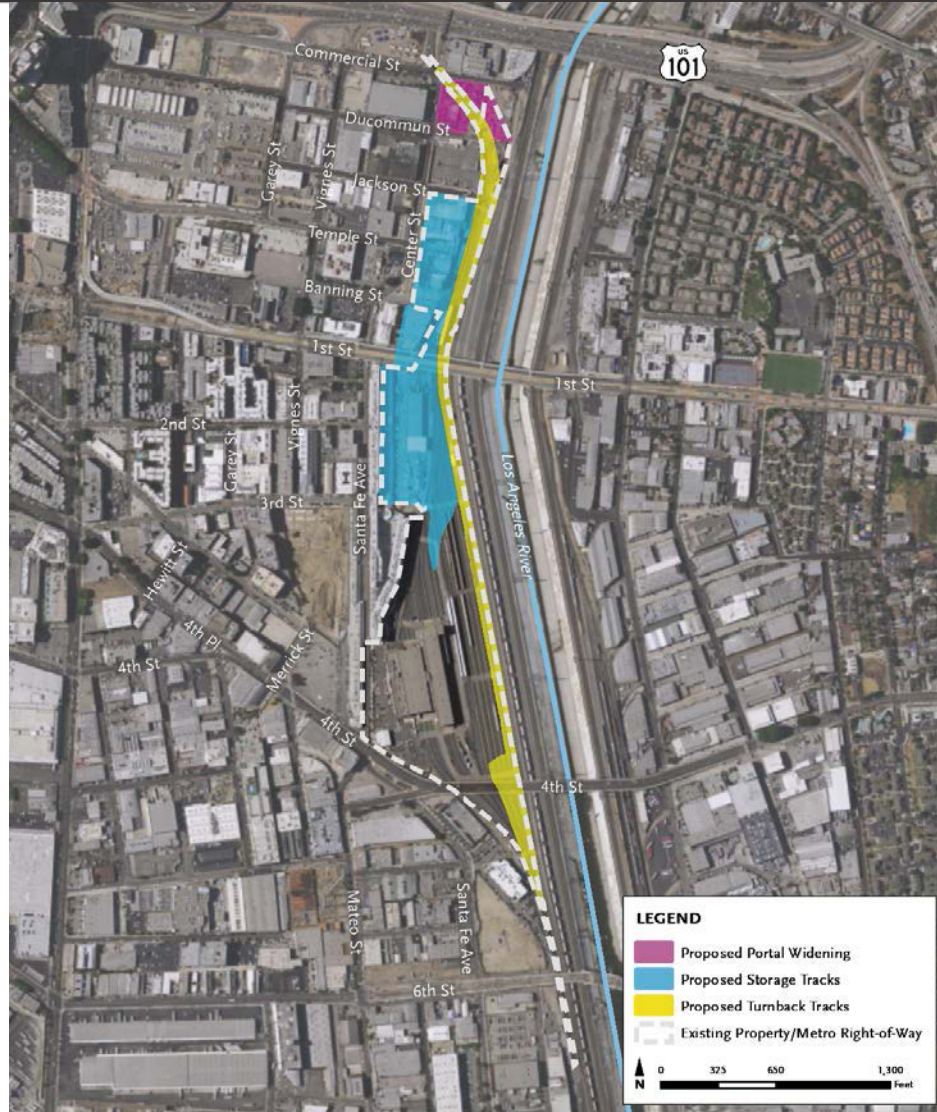


NOTE: Exact location of turnback tracks and yard tracks to be determined.

Source: Terry A. Hayes Associates Inc., 2017.

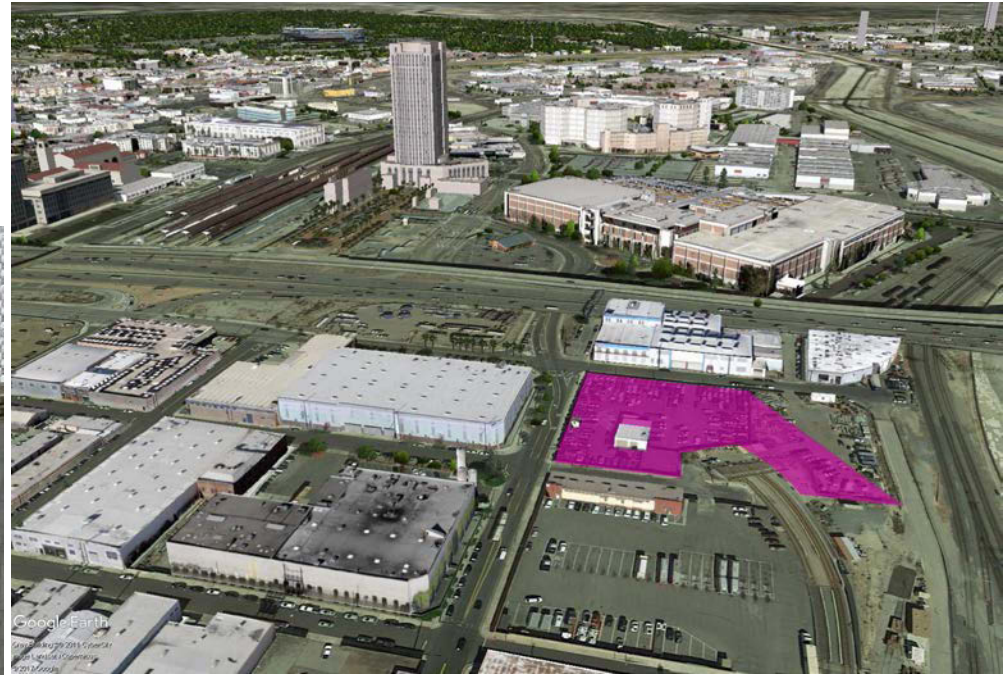
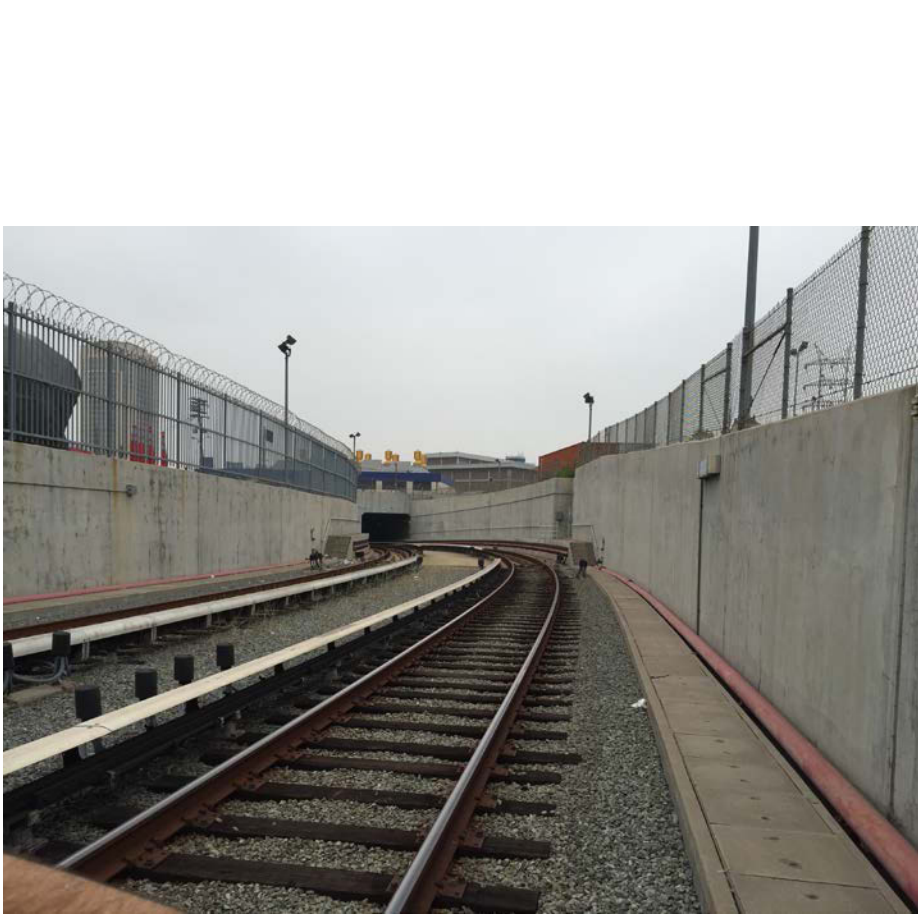
Revised Project Design-Overview

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Revised Project Design-Portal Widening



Proposed portal widening area (pink)



Existing heavy rail portal, south of 101 freeway

Metro

Revised Project Design-Storage Tracks



View of property, facing north from 1st Street Bridge



View of property, facing south from 1st Street Bridge



Proposed storage tracks area (blue)



Metro

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View of 1st Street Bridge from 4th Street Bridge



Proposed turnback facility area (yellow)

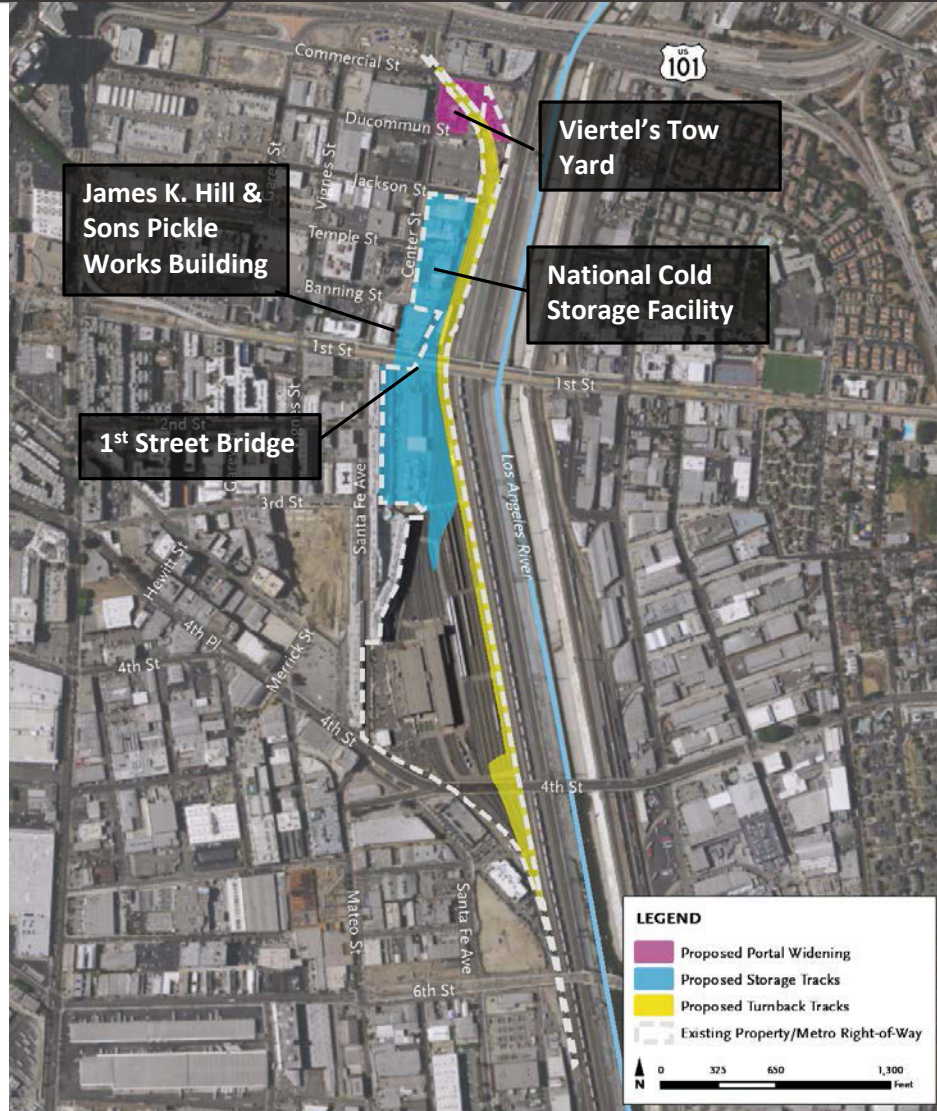


Metro

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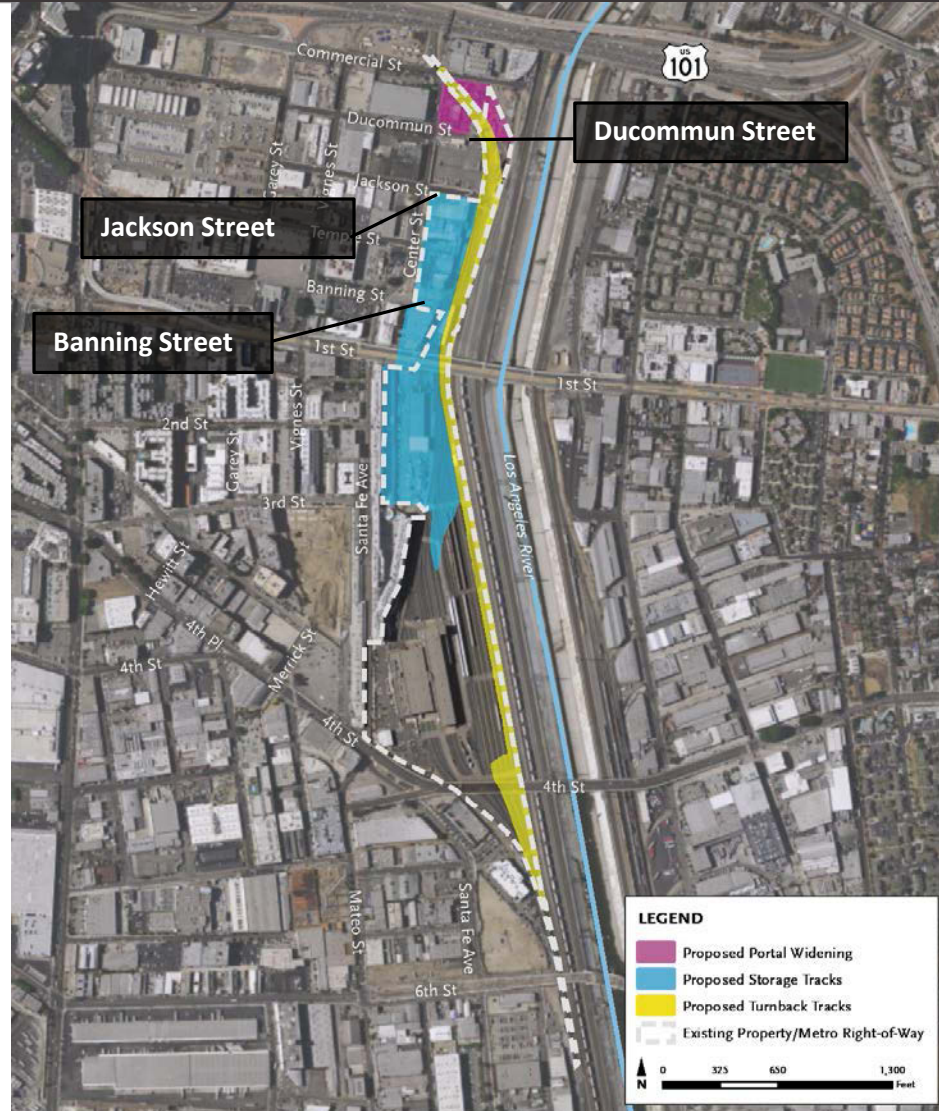
* *Non-Metro owned properties*



NOTE: Exact location of storage tracks and turnback tracks to be determined.
Source: Terry A. Hayes Associates Inc., 2017.

Affected Streets

- Jackson Street
- Banning Street
- Ducommun Street



NOTE: Exact location of storage tracks and turnback tracks to be determined.

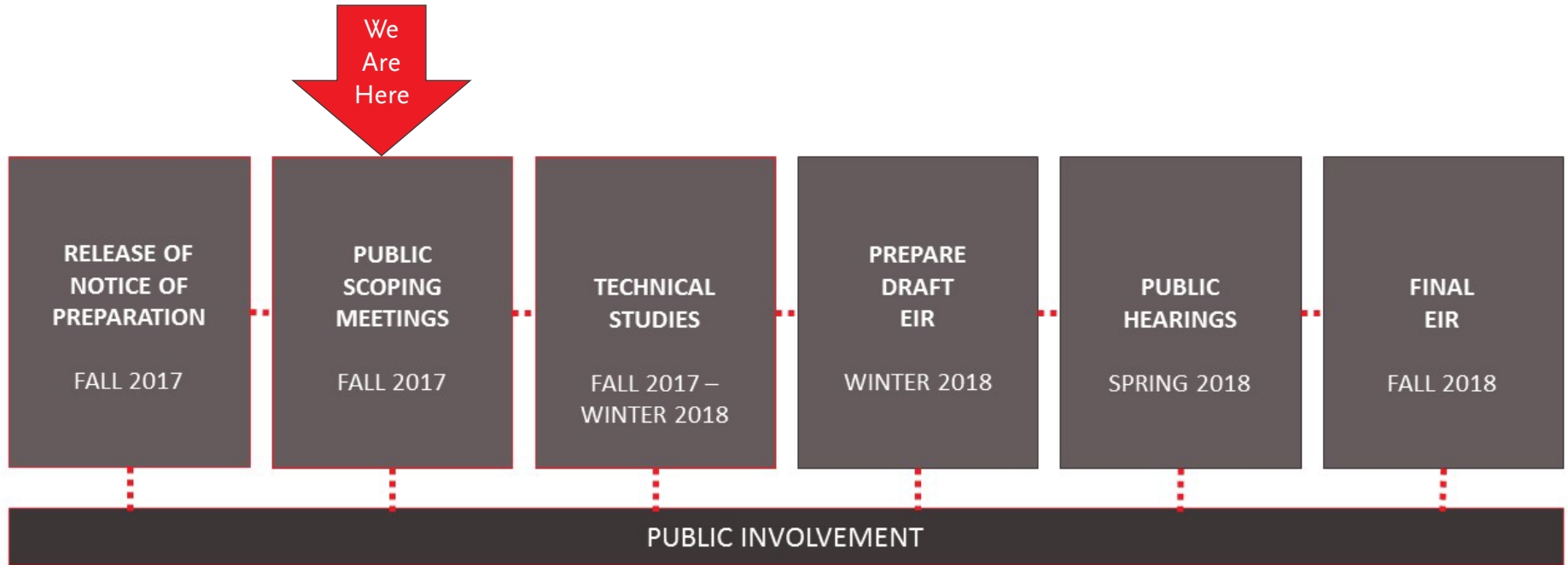
Source: Terry A. Hayes Associates Inc., 2017.

Next Steps



Metro

Environmental Schedule



Next Steps

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Friday, November 17, 2017

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Cris B. Liban, Executive Officer, Environmental Compliance and Sustainability

One Gateway Plaza, M/S 99-16-9

Los Angeles, CA 90012

libane@metro.net



Stay Informed



Michael Cortez
Community Relations Manager



213.922.4465



metro.net/capital-projects



cortezmic@metro.net



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Division 20 Portal Widening and Turnback Facility

Thank you!



Appendix J.2

Exhibit Boards

Division 20 Portal Widening and Turnback Facility

WELCOME

Thank you for joining us!





Division 20 Portal Widening and Turnback Facility

Purpose of Scoping Meeting

Provide project information

- › Announce project initiation and schedule
- › Overview of project need, objectives and background
- › Project description and design changes

Receive input on the Proposed Project and environmental process

- › Feedback on the scope of environmental elements to be addressed in Draft EIR
- › Comment on potential issues to be addressed in the Draft EIR



Public Meeting, 2016



Metro Red Line



Division 20 Portal Widening and Turnback Facility

Project Need

The Proposed Project is needed to accommodate increased service levels on the Metro Red and Purple Lines. In addition, a new turnback facility in the Division 20 Rail Yard would allow trains to turn around more quickly at Union Station.



View south from US Highway 101



Division 20 Portal Widening and Turnback Facility

Project Objectives

- Objective #1** Construct core capacity improvements needed for increased service levels on Metro Red and Purple Lines
- Objective #2** Construct new tracks and switches that will allow trains to provide faster and more reliable service times between Union Station and Wilshire/Vermont station on Metro's Red/Purple Line



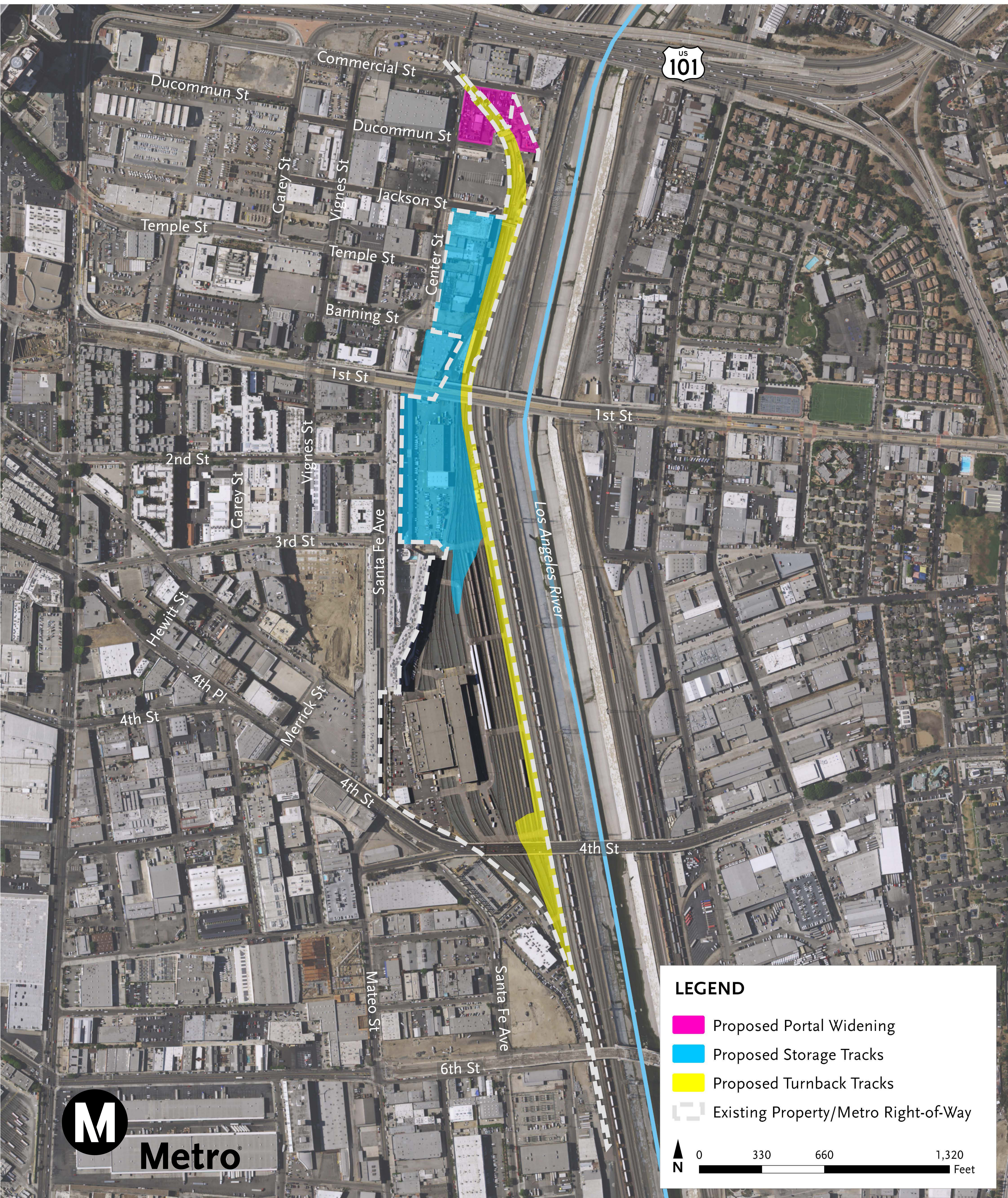
Division 20 Portal Widening and Turnback Facility

Project Description

- › Widen the tunnel portal that currently connects Metro Red and Purple Lines to the Rail Yard
- › Construct new storage tracks
- › Reconfigure existing tracks and access roads to accommodate a turnback facility
- › Install a new traction power substation and emergency backup power generator
- › Expansion of the Rail Yard to the west, including the James K. Hill & Sons Pickle Works building, the City of Los Angeles Police Department's (LAPD) Viertel's Central Division Police Garage, National Cold Storage Facility, and the Duck Factory Buildings
- › Modifications to the 1st Street Bridge
- › Vacation of portions of three City streets, i.e. Jackson, Banning, Ducommun Streets east of Center Street

Division 20 Portal Widening and Turnback Facility

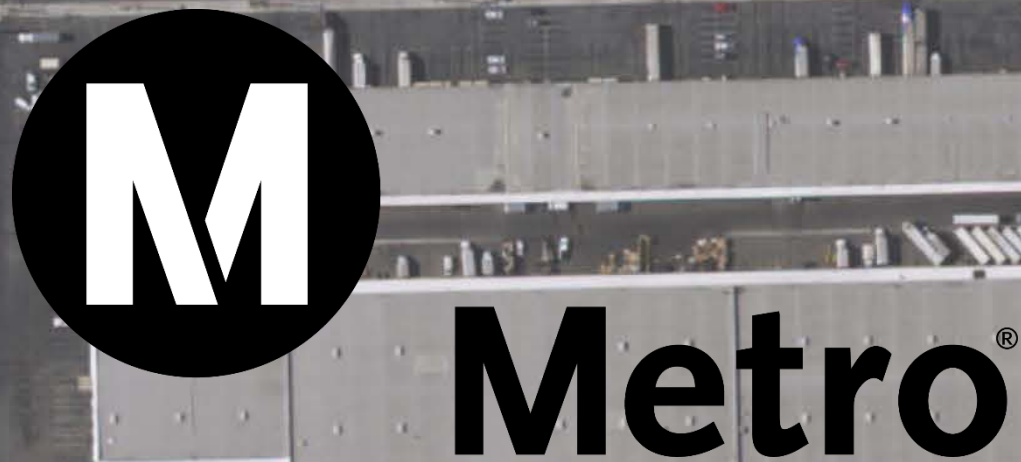
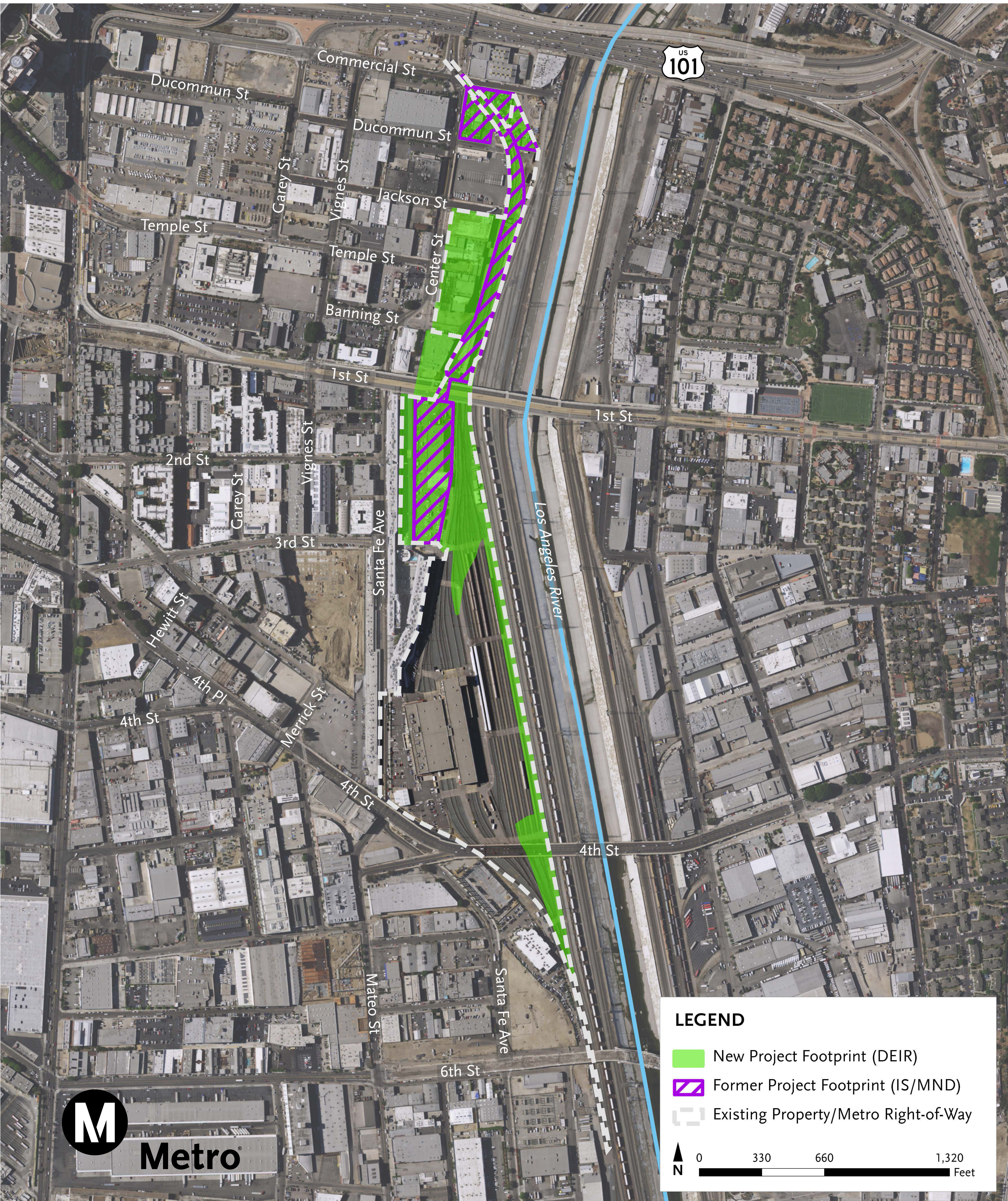
Proposed Project Area Map



Note: Exact location of storage tracks and turnback tracks to be determined.
Source: Terry A. Hayes Associates Inc., 2017.

Division 20 Portal Widening and Turnback Facility

DEIR and IS/MND Project Comparison Map

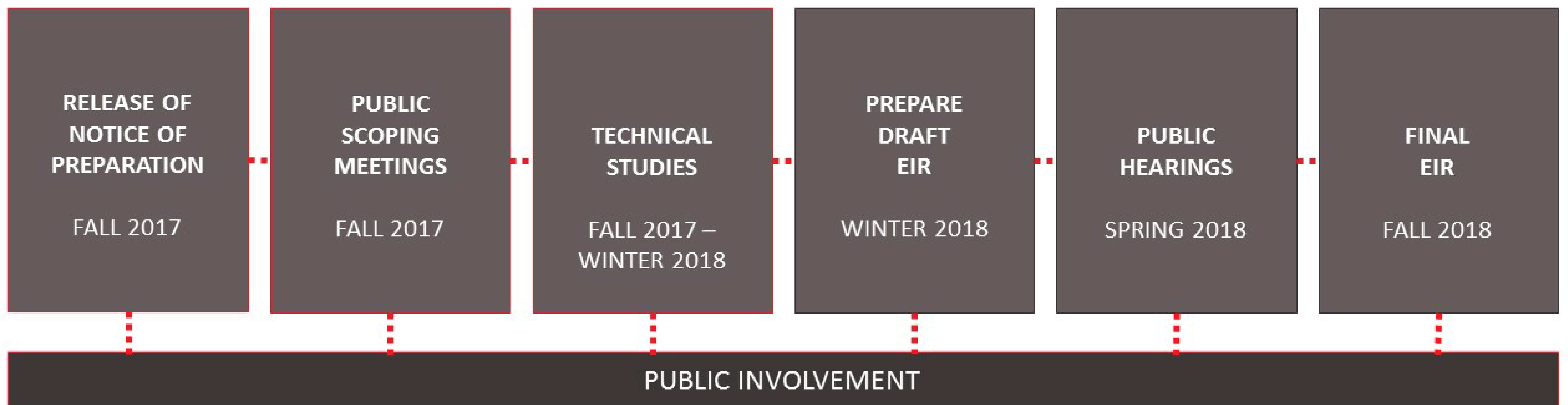


Source: Terry A. Hayes Associates Inc., 2017.



Division 20 Portal Widening and Turnback Facility

Environmental Impact Report (EIR) Schedule





Division 20 Portal Widening and Turnback Facility

Draft EIR Topics

The Draft EIR will address all elements listed in Appendix G of the CEQA Guidelines, and will focus on the following topics that have been identified as key impact areas:

- › Aesthetics
- › Air Quality
- › Cultural Resources
- › Energy Resources
- › Greenhouse Gas Emissions
- › Hazards and Hazardous Materials
- › Noise and Vibration
- › Tribal Cultural Resources



Division 20 Portal Widening and Turnback Facility

Next Steps

File and distribute Notice of Preparation (NOP) and provide 30-day response period

- > Begins **Wednesday, October 18, 2017**
- > Ends **Friday, November 17, 2017**

Public scoping comments must be submitted on or before November 17, 2017 via mail or email to the following

Cris B. Liban

Executive Officer, Environmental Compliance and Sustainability

Los Angeles County Metropolitan Transportation Authority

One Gateway Plaza, M/S 99-16-9

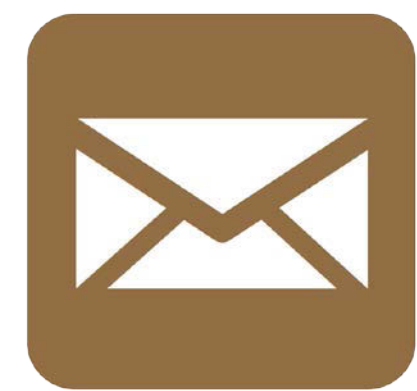
Los Angeles, CA 90012

libane@metro.net



Division 20 Portal Widening and Turnback Facility

Contact Us



Michael Cortez
Community Relations Manager



213.922.4465



metro.net/capitalprojects



cortezmic@metro.net



Division 20 Portal Widening and Turnback Facility

Appendix K

Participants by Meeting

Appendix K.1

Sign-in Sheets

Meeting #1 (October 25, 2017)

Art Share LA

Appendix K.2

Sign-in Sheets

Meeting #2 (November 8, 2017)

Japanese American Cultural and Community Center

Appendix K.3

Photos taken at Meetings

Appendix K.1
Sign-in Sheets
Meeting #1 (October 25, 2017)
Art Share LA



Division 20 Portal Widening and Turnback Facility

Public Scoping Meeting
Japanese American Cultural Center
244 S San Pedro St, Los Angeles, CA 90012
November 8, 2017, 3pm – 5pm

Sign-in Sheet

Name <i>Nombre</i>	Affiliation <i>Afiliación</i>	Address <i>Domicilio</i>	Phone Number / Cell Number <i>Número telefónico</i>	Email <i>Correo electrónico</i>
Edgar TORRES				
* Megan Teramoto				
* Ari Simon				

Contact information blocked for privacy.



Division 20 Portal Widening and Turnback Facility

Public Scoping Meeting
Japanese American Cultural Center
244 S San Pedro St, Los Angeles, CA 90012
November 8, 2017, 3pm – 5pm

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★ Chun Leung				
Todd N				

Contact information blocked for privacy.



Division 20 Portal Widening and Turnback Facility

Public Scoping Meeting
Japanese American Cultural Center
244 S San Pedro St, Los Angeles, CA 90012
November 8, 2017, 3pm – 5pm

Sign-in Sheet

Name Nombre	Affiliation Afilación	Address Domicilio	Phone Number / Cell Number Número telefónico	Email Correo electrónico
Michael Stein				
Chris Carlton				
Dor. Keller				
Rebecca Morales				
Greg Kyle				
Lamen Phillips				
Miguel Vargas				
* Javier Hernandez				

Contact information blocked for privacy.

CM
ter...



Division 20 Portal Widening and Turnback Facility

Public Scoping Meeting
Japanese American Cultural Center
244 S San Pedro St, Los Angeles, CA 90012
November 8, 2017, 3pm – 5pm
Business Card Sign-In Sheet



fastla.org

Hilary Norton
Executive Director



Strengthening the Voice of Business

bizfed.org
twitter.com/@bizfed
facebook.com/bizfed

Jerard Wright
Policy Manager



SHIMODA DESIGN GROUP

Chris Carlton



CORDOBA CORPORATION

CONRADO AYALA
Senior Project Manager



Greg Kyle, AICP



kimley-horn.com



arts district
los angeles

Arts District Los Angeles
Business Improvement District

Miguel E. Vargas
Executive Director



COUNCILMEMBER PAUL KREKORIAN
SECOND COUNCIL DISTRICT

DOUG MENSMAN
TRANSPORTATION DIRECTOR



YOUR BUSINESS CARD HERE

YOUR BUSINESS CARD HERE



Division 20 Portal Widening and Turnback Facility

Scoping Meeting

October 25, 2017, 6pm – 8pm

Staff Sign-in

Ned Reser

Name	Organization	Email	Attended
Andrina Dominguez	The Los Angeles County Metropolitan Transportation Authority (Metro)	domingueza@metro.net	✓
Anna Chen	The Los Angeles County Metropolitan Transportation Authority (Metro)	chenpo@metro.net	
Chester Britt	Arellano Associates	CBritt@arellanoassociates.com	
Christina Harrington	The Los Angeles County Metropolitan Transportation Authority (Metro)	harringtonc@metro.net	✓
Cris Liban	The Los Angeles County Metropolitan Transportation Authority (Metro)	libane@metro.net	
David Mieger	The Los Angeles County Metropolitan Transportation Authority (Metro)	miegerd@metro.net	✓
Derek Hung	Terry A. Hayes Associates Inc. (TAHA)		
Ebelin Castillo	The Los Angeles County Metropolitan Transportation Authority (Metro)	castilloeb@metro.net	
Jason Jackson	Arellano Associates	JJackson@ArellanoAssociates.com	✓



Division 20 Portal Widening and Turnback Facility

Name	Organization	Email	Attended
Jason Jackson	Arellano Associates	JJackson@ArellanoAssociates.com	
June Susilo	The Los Angeles County Metropolitan Transportation Authority (Metro)	susiloj@metro.net	✓
Lee Lisecki	ICF International, Inc.		
Letitia Ivins	The Los Angeles County Metropolitan Transportation Authority (Metro)		
Maressa Sah	The Los Angeles County Metropolitan Transportation Authority (Metro)	sahm@metro.net	
Maria Herrera	Arellano Associates	MHerrera@ArellanoAssociates.com	
Michael Cortez	The Los Angeles County Metropolitan Transportation Authority (Metro)	cortezmic@metro.net	✓
Matthew Marquez	The Los Angeles County Metropolitan Transportation Authority (Metro)		✓
Maya Emsden	The Los Angeles County Metropolitan Transportation Authority (Metro)		
Namatra Cariapa	ICF International, Inc.	Namrata.Cariapa@icf.com	✓
Patricia Soto	The Los Angeles County Metropolitan Transportation Authority (Metro)		
Rick Meade	The Los Angeles County Metropolitan Transportation Authority (Metro)	meader@metro.net	
Roger Martin	The Los Angeles County Metropolitan Transportation Authority (Metro)	martinr@metro.net	



Division 20 Portal Widening and Turnback Facility

Name	Organization	Email	Attended
Ronald Stamm	The Los Angeles County Metropolitan Transportation Authority (Metro)	stammr@metro.net	
Sam Silverman	Terry A. Hayes Associates Inc. (TAHA)	ssilverman@webtaha.com	
Stacey Falcioni	Arellano Associates	sfalcioni@arellanoassociates.com	✓
Steve Hymon	The Los Angeles County Metropolitan Transportation Authority (Metro)	hymons@metro.net	
Susan Gray	The Los Angeles County Metropolitan Transportation Authority (Metro)		✓
Terry Hayes	Terry A. Hayes Associates Inc. (TAHA)		
Melissa Holguin	Arellano Associates	mholguin@arellanoassociates.com	✓
Edna J.			✓
Ned Racine	Metro Senior Construction Relations Officer	racinen@metro.net	✓

Appendix K.2

Sign-in Sheets

Meeting #2 (November 8, 2017)

Japanese American Cultural and Community Center



Division 20 Portal Widening and Turnback Facility

Public Scoping Meeting
Japanese American Cultural Center
244 S San Pedro St, Los Angeles, CA 90012
November 8, 2017, 3pm – 5pm

Sign-in Sheet

Name Nombre	Affiliation Afilación	Address Domicilio	Phone Number / Cell Number Número telefónico	Email Correo electrónico
Lonnie Regda				
James Okazaki				
Charlene Lee Borcuza				
Ben Watanabe				
MOSTAFA SOBANH				
Chris Modrzyewski				
Rebecca Morales				
Paul Holliday				

Contact information blocked for privacy.



Division 20 Portal Widening and Turnback Facility

Public Scoping Meeting
Japanese American Cultural Center
244 S San Pedro St, Los Angeles, CA 90012
November 8, 2017, 3pm – 5pm

Sign-in Sheet

Name Nombre	Affiliation Afiliación	Address Domicilio	Phone Number / Cell Number Número telefónico	Email Correo electrónico
Chris Pearson				
Patricia W. Akin				
Megan Teramuto				
Nate Hynes				
HILARY NORTON				
Teddye Stryker Cook				
Doug Mensman				
ROBERT BLUME				

Contact information blocked for privacy.

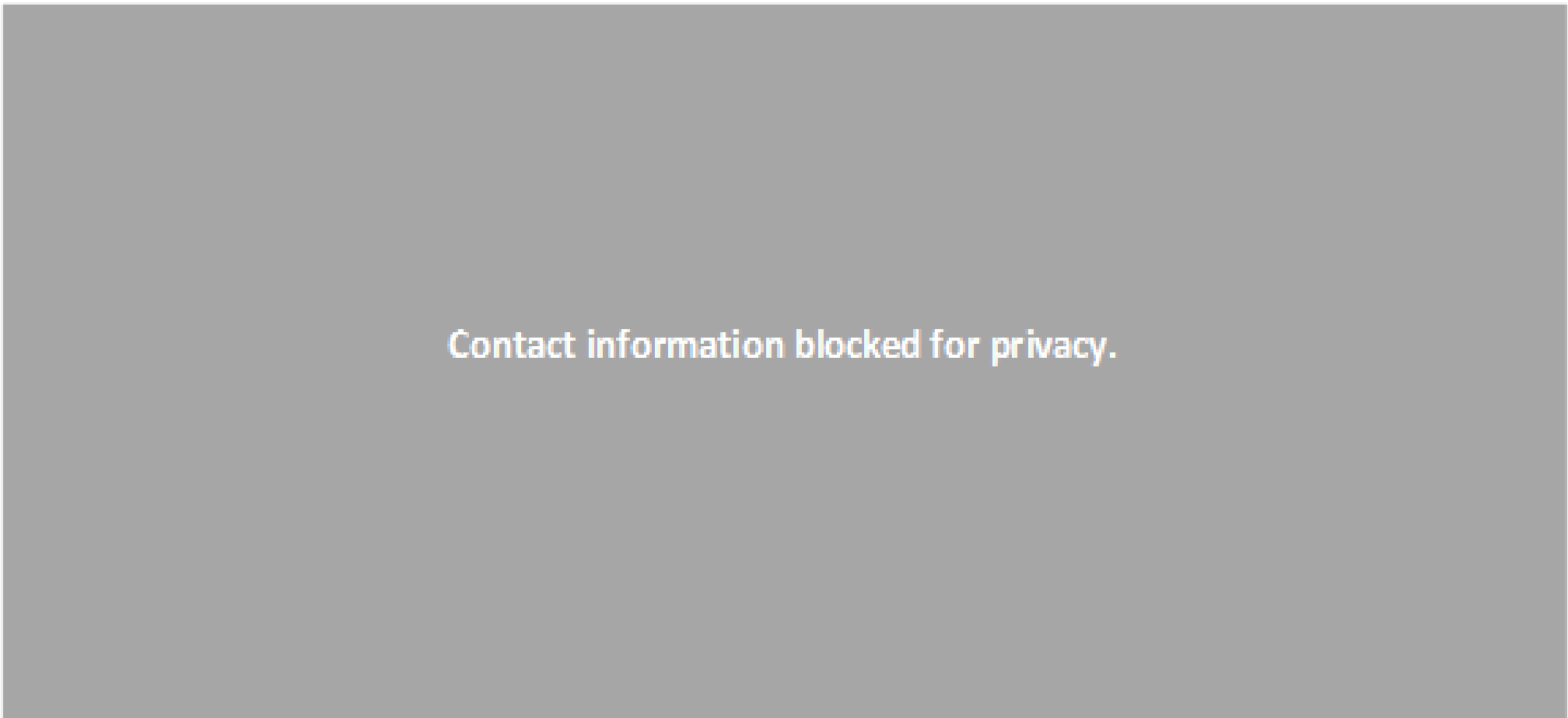
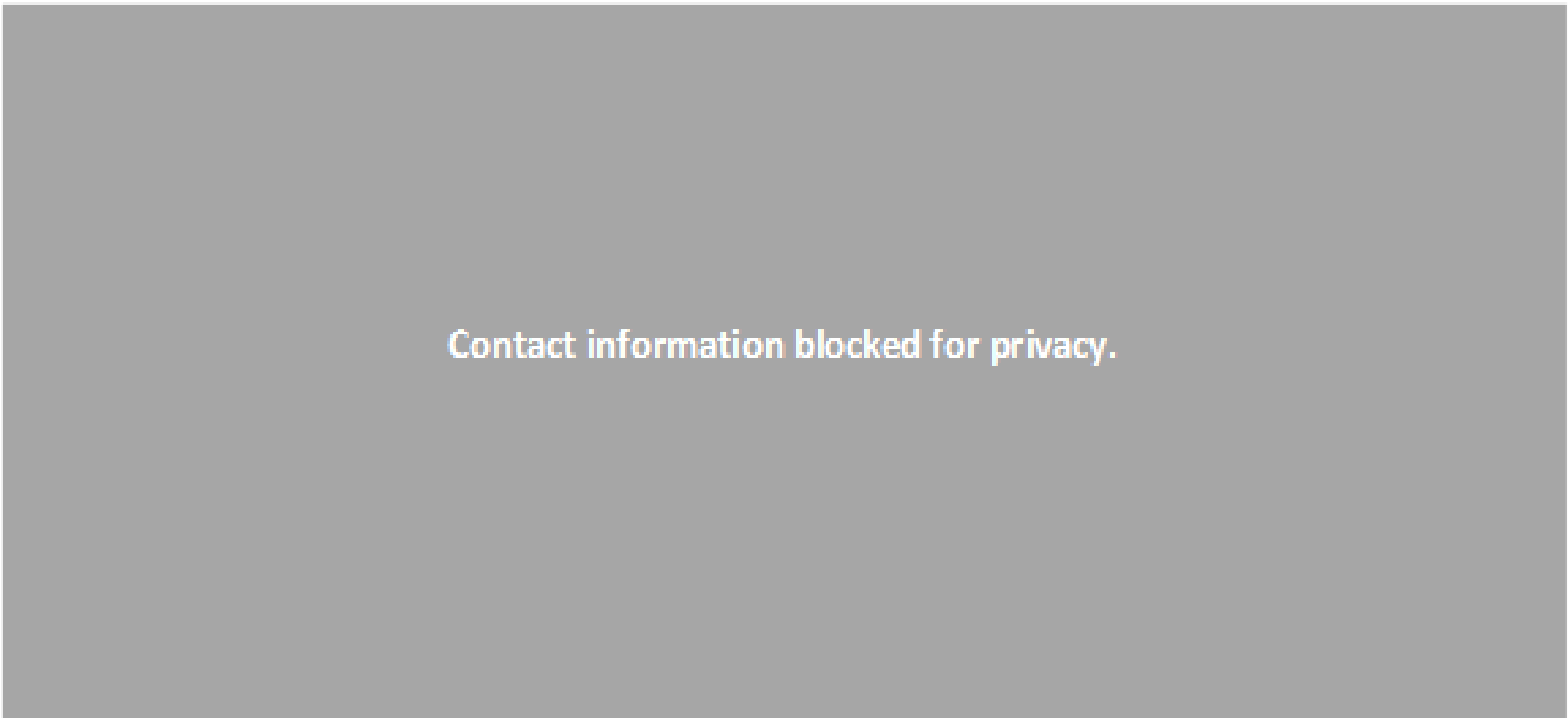
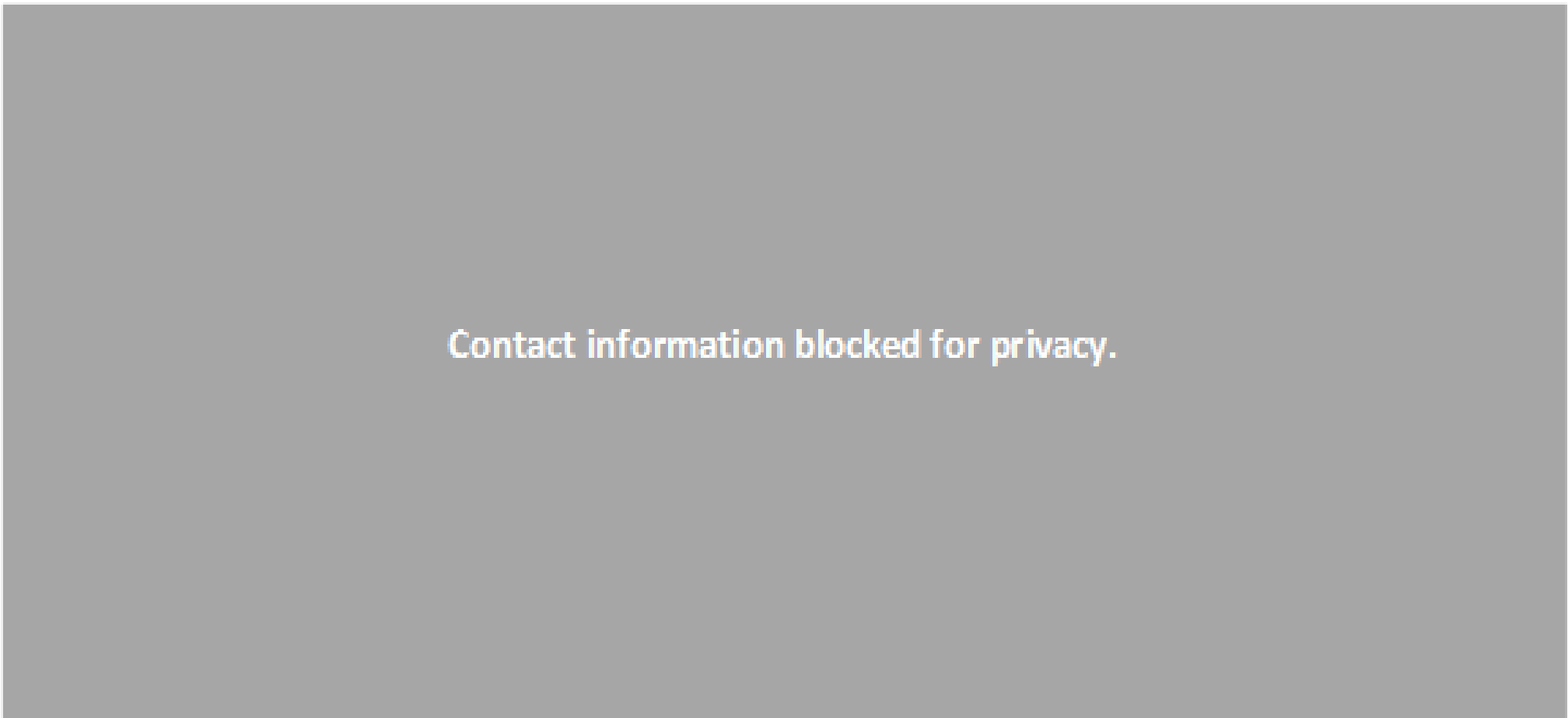
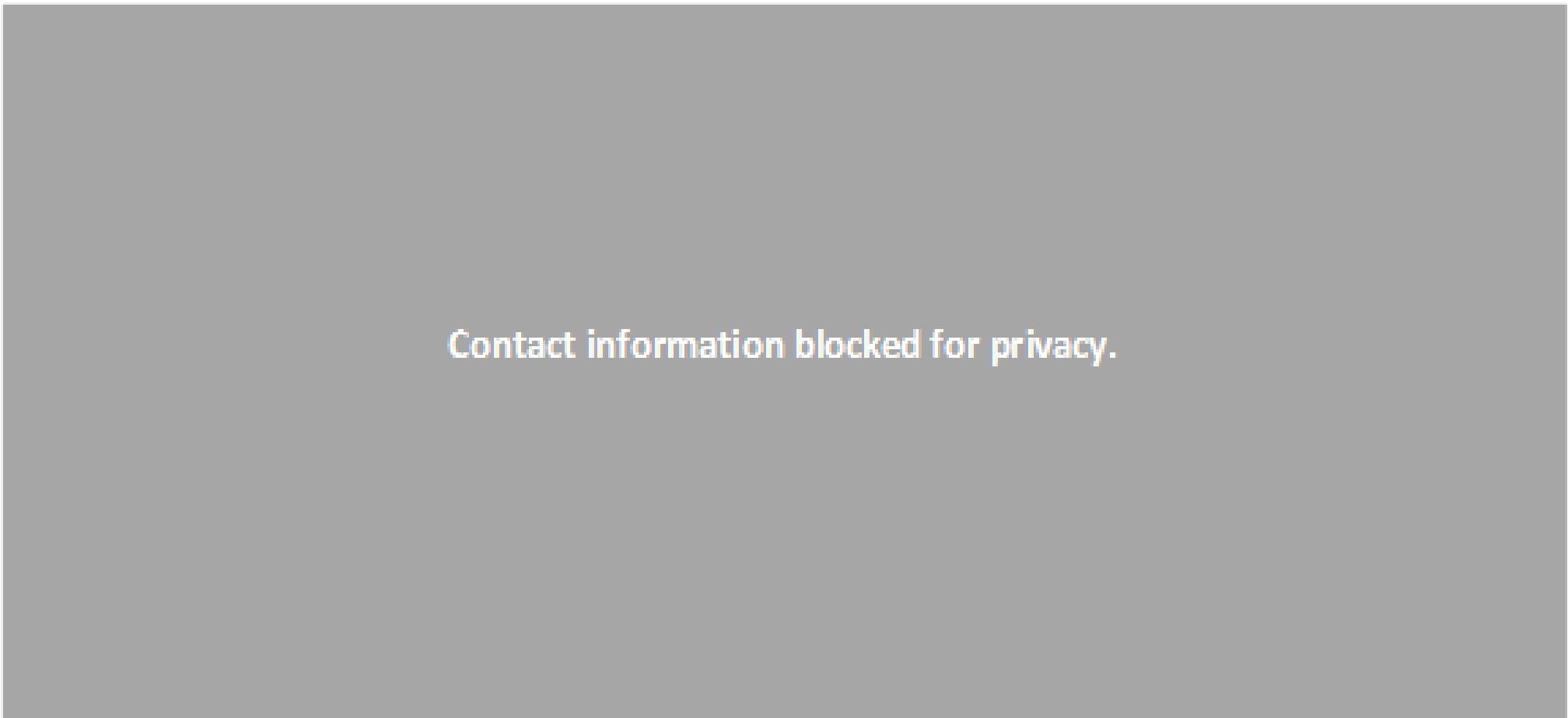
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Division 20 Portal Widening and Turnback Facility

Public Scoping Meeting
Japanese American Cultural Center
244 S San Pedro St, Los Angeles, CA 90012
November 8, 2017, 3pm – 5pm

Sign-in Sheet

Name <i>Nombre</i>	Affiliation <i>Afiliación</i>	Address <i>Domicilio</i>	Phone Number / Cell Number <i>Número telefónico</i>	Email <i>Correo electrónico</i>
Jose Rina				
ALAN KUMARA				
Bobby Garza				
Dawn E. McIntosh				

Contact information blocked for privacy.



Division 20 Portal Widening and Turnback Facility

Public Scoping Meeting
Japanese American Cultural Center
244 S San Pedro St, Los Angeles, CA 90012
November 8, 2017, 3pm – 5pm
Business Card Sign-In Sheet



Darrell E. Waters
Vice President
Southern California Transportation



FREEZER, COOLER, DRY, BLAST FREEZING, LOGISTICS, PRODUCT & RAIL SERVICES



Frank H. Gallo
Vice President



José Huizar
Councilmember, 14th District

Nate Hayward
Public Works Director



Lonnie Rejda
Lead Estimator



Chris Mockus, PE
Vice President
Transportation CM/PM
Practice Leader, Southern CA



aecom.com



TEDDY STUTZ
Associate



Northwestern Mutual

Joel Wynton
Financial Representative



Japanese Chamber of Commerce
of Southern California

Kitty Sankey



Jamarah Hayner
President
JKH Consulting
Los Angeles | Phoenix





Division 20 Portal Widening and Turnback Facility

Public Scoping Meeting

Japanese American Cultural Center

244 S San Pedro St, Los Angeles, CA 90012

November 8, 2017, 3pm – 5pm

Business Card Sign-In Sheet



fastla.org

Hilary Norton
Executive Director



TOM
LABONGE
LOS ANGELES CITY COUNCIL 2001-2015



KUMAMOTO
associates

MARKETING
MANAGEMENT
COMMUNICATIONS

JOANNE KUMAMOTO



YOUR BUSINESS CARD HERE

YOUR BUSINESS CARD HERE

YOUR BUSINESS CARD HERE

YOUR BUSINESS CARD HERE

YOUR BUSINESS CARD HERE

YOUR BUSINESS CARD HERE



Division 20 Portal Widening and Turnback Facility

Scoping Meeting

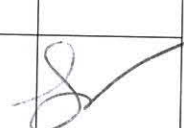
November 8, 2017, 3pm – 5pm

Staff Sign-in

Name	Organization	Email	Attended
Andrina Dominguez	The Los Angeles County Metropolitan Transportation Authority (Metro)	domingueza@metro.net	✓
Anna Chen	The Los Angeles County Metropolitan Transportation Authority (Metro)	chenpo@metro.net	
Chester Britt	Arellano Associates	CBritt@arellanoassociates.com	
Christina Harrington	The Los Angeles County Metropolitan Transportation Authority (Metro)	harringtonc@metro.net	✓
Cris Liban	The Los Angeles County Metropolitan Transportation Authority (Metro)	libane@metro.net	✓
David Mieger	The Los Angeles County Metropolitan Transportation Authority (Metro)	miegerd@metro.net	✓
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Ebelin Castillo	The Los Angeles County Metropolitan Transportation Authority (Metro)	castilloeb@metro.net	



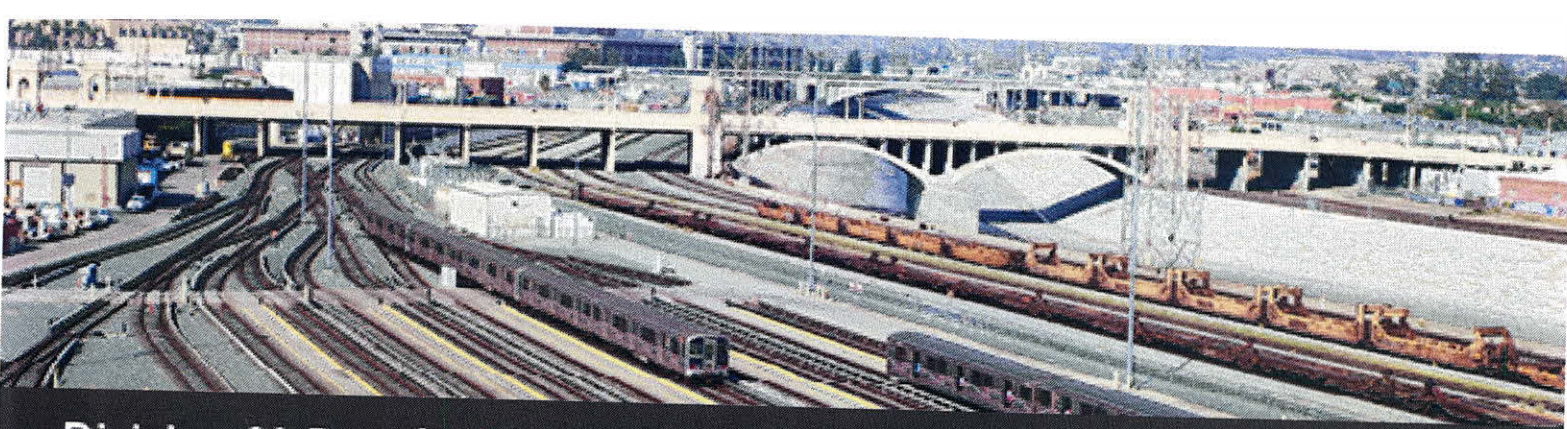
Division 20 Portal Widening and Turnback Facility

Name	Organization	Email	Attended
Jason Jackson	Arellano Associates	JJackson@ArellanoAssociates.com	
June Susilo	The Los Angeles County Metropolitan Transportation Authority (Metro)	susiloj@metro.net	
Lee Lisecki	ICF International, Inc.		
Letitia Ivins	The Los Angeles County Metropolitan Transportation Authority (Metro)		
Maressa Sah	The Los Angeles County Metropolitan Transportation Authority (Metro)	sahm@metro.net	
Maria Herrera	Arellano Associates	MHerrera@ArellanoAssociates.com	✓
Michael Cortez	The Los Angeles County Metropolitan Transportation Authority (Metro)	cortezmic@metro.net	✓
Matthew Marquez	The Los Angeles County Metropolitan Transportation Authority (Metro)		✓
Maya Emsden	The Los Angeles County Metropolitan Transportation Authority (Metro)		
Namatra Cariapa	ICF International, Inc.	Namrata.Cariapa@icf.com	✓
Patricia Soto	The Los Angeles County Metropolitan Transportation Authority (Metro)		✓
Rick Meade	The Los Angeles County Metropolitan Transportation Authority (Metro)	meader@metro.net	
Roger Martin	The Los Angeles County Metropolitan Transportation Authority (Metro)	martinr@metro.net	



Metro

*Doug M...
Mensman ~ Rick Office Ivins*



Division 20 Portal Widening and Turnback Facility

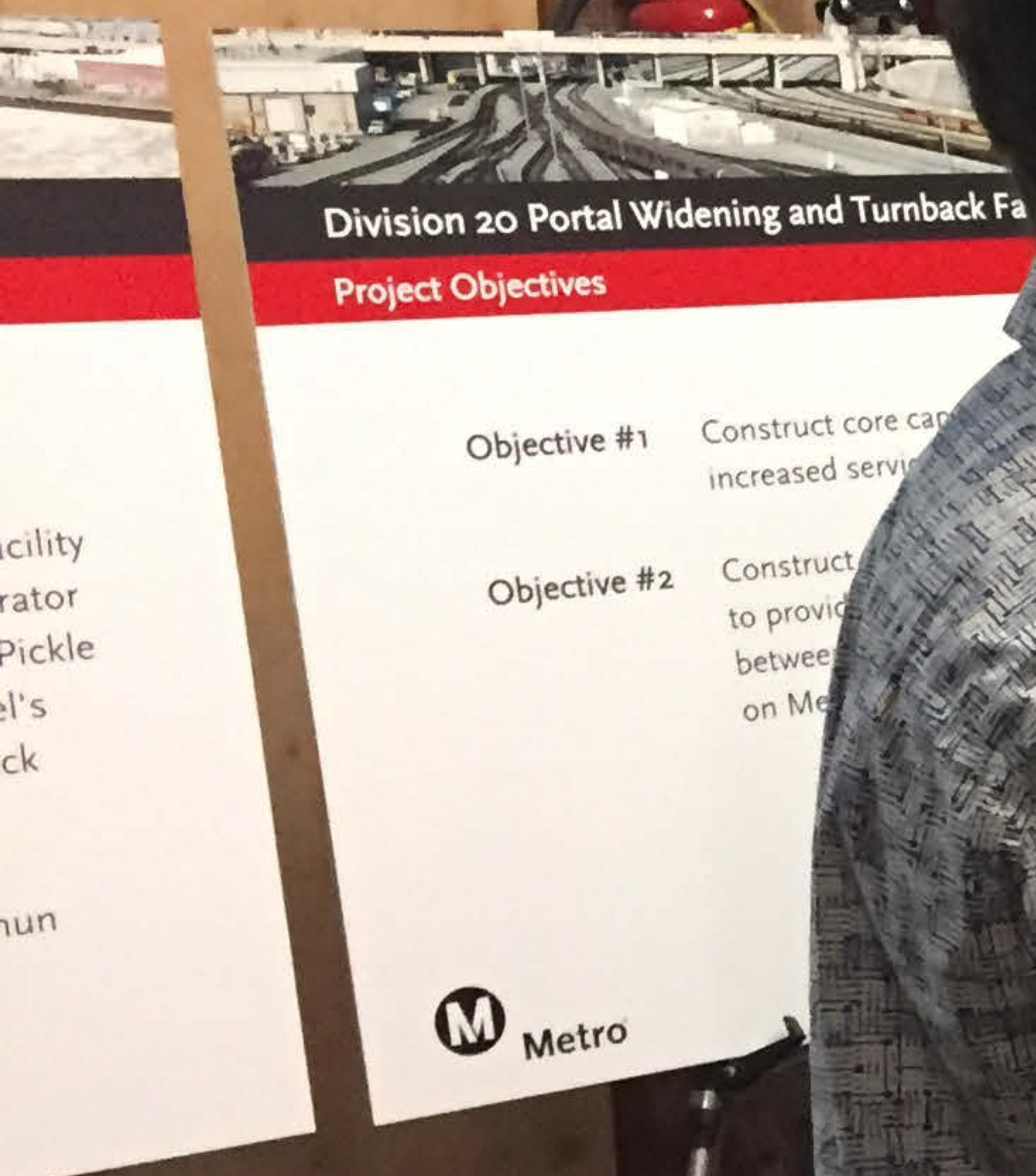
Name	Organization	Email	Attended
Ronald Stamm	The Los Angeles County Metropolitan Transportation Authority (Metro)	stammr@metro.net	
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Stacey Falcioni	Arellano Associates	sfalcioni@arellanoassociates.com	✓
Steve Hymon	The Los Angeles County Metropolitan Transportation Authority (Metro)	hymons@metro.net	
Letitia Fernandez Susan Gray Robert Ivins	The Los Angeles County Metropolitan Transportation Authority (Metro)	vinisl@metro.net	✓
Terry Hayes	Terry A. Hayes Associates Inc. (TAHA)		
Edna Jimenez	Arellano Associates	ejimenez@arellanoassociates.com	
Melissa Holguin	Arellano Associates	mholguin@arellanoassociates.com	

Appendix K.3
Photos taken at Meetings





FIRE
EXIT
NO
SMOKING



Division 20 Portal Widening and Turnback Facility
Project Objectives

Objective #1 Construct core capacity to accommodate increased service

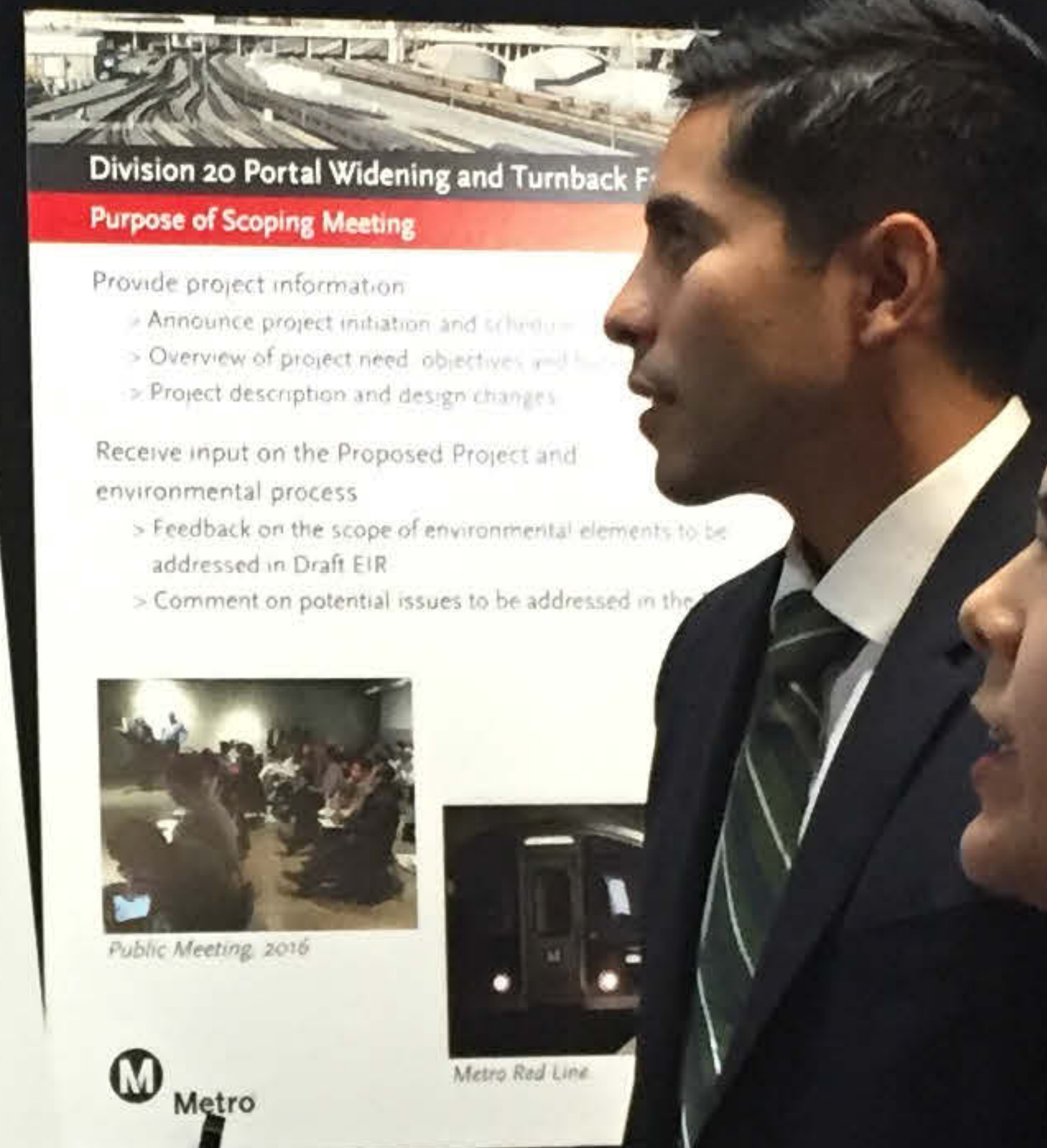
Objective #2 Construct to provide between on Metro

M Metro



Division 20 Turnback Facility

The Project will accommodate Metro Red and Purple Lines in the Division 20 more quickly



Division 20 Portal Widening and Turnback Facility
Purpose of Scoping Meeting

Provide project information

- > Announce project initiation and schedule
- > Overview of project need, objectives and benefits
- > Project description and design changes

Receive input on the Proposed Project and environmental process

- > Feedback on the scope of environmental elements to be addressed in Draft EIR
- > Comment on potential issues to be addressed in the

M Metro

Public Meeting, 2016

Metro Red Line

Man in patterned shirt speaking to a man in a suit who is holding a clipboard and a woman in a blue dress.

Man in a suit and woman in a blue dress listening to the man in the patterned shirt.









Comment Cards

Comment Cards

Division 20 Portal Widening and Turnback Facility
Please Submit Comment Cards Here. Thank You.
Por Favor Entregue su Tarjeta de Comentarios Aquí. Gracias.



What is CEQA?

California Environmental Quality Act

- An environmental review process to identify significant environmental impacts and adopt feasible ways to reduce those impacts, also known as mitigation measures
- Considers 18 environmental topics



Project Area

- Division 20 rail yard is approximately forty-five acres, housing Metro Red and Purple Line train storage and maintenance facilities



COMENTARIOS DE
TARJETAS DE COMENTARIOS



Please Submit
Comment Cards Here.
Thank You.

Por favor Entregue su
Tarjeta de Comentarios Aquí.
Gracias.





and Tumbuck Facility

to accommodate
the new feed and product
streams in the Division
to meet the current market



Divisional Vision and Strategy
Introduction
The current market conditions have led to a
number of key initiatives:
- Investment in new capacity
- Expansion of existing assets
- Optimization of operations
- Focus on safety and environmental performance
- Development of new products and services
- Strengthening of the organization
- Improving customer relationships
- Enhancing the employee experience

Divisional Vision and Strategy
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Metro

COMMENT CARDS
TARJETA DE COMENTARIOS



Proyecto Subterráneo
Estación Central
Línea 5
Año 2019
Para saber más acerca del Proyecto de la Línea 5, comuníquese al teléfono 528-12345

YEAR OF THE
ROOSTER



Division 20 Portal Widening and Turnback Facility

Appendix L

Comments Received

Appendix L.1

NOP Comments

Appendix L.1.1

Agency & Special District Comments

Appendix L.1.2

Meeting Comment Cards

Appendix L.1.3

Other Public Comments

Appendix L.2

Revised NOP Comments

Appendix L.2.1

Revised NOP Agency & Special District Comments

Appendix L.2.2

Revised NOP Public Comments

Appendix L.3

Comment Log & Issues Matrix

Appendix L.1

NOP Comments

Appendix L.1.1
Agency & Special District Comments

NATIVE AMERICAN HERITAGE COMMISSION

Environmental and Cultural Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone (916) 373-3710



October 23, 2017

Michael Cortez
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Sent via e-mail: cortezmic@metro.net

RE: SCH# 2017101034; Division 20 Portal Widening/ Turnback Facility Project; Los Angeles County, California

Dear Mr. Cortez:

The Native American Heritage Commission has received the Notice of Preparation (NOP) for Draft Environmental Impact Report for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code § 21000 et seq.), specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit. 14, § 15064.5 (b) (CEQA Guidelines Section 15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared. (Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd. (a)(1) (CEQA Guidelines § 15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a **separate category of cultural resources**, "tribal cultural resources" (Pub. Resources Code § 21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment (Pub. Resources Code § 21084.2). Please reference California Natural Resources Agency (2016) "Final Text for tribal cultural resources update to Appendix G: Environmental Checklist Form," <http://resources.ca.gov/ceqa/docs/ab52/Clean-final-AB-52-App-G-text-Submitted.pdf>. Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code § 21084.3 (a)). **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. § 800 et seq.) may also apply.

The NAHC recommends **lead agencies consult with all California Native American tribes** that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments. **Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.**

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a **lead agency** shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
 - a. A brief description of the project.
 - b. The lead agency contact information.
 - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code § 21080.3.1 (d)).
 - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code § 21073).
2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A **lead agency** shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code § 21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. (Pub. Resources Code § 21080.3.1(b)).
 - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18). (Pub. Resources Code § 21080.3.1 (b)).
3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
 - a. Alternatives to the project.
 - b. Recommended mitigation measures.
 - c. Significant effects. (Pub. Resources Code § 21080.3.2 (a)).
4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
 - a. Type of environmental review necessary.
 - b. Significance of the tribal cultural resources.
 - c. Significance of the project's impacts on tribal cultural resources.
 - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code § 21080.3.2 (a)).
5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code § 21082.3 (c)(1)).
6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
 - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
 - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code § 21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
- The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code § 21080.3.2 (b)).
8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code § 21082.3 (a)).
9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code section 21084.3 (b). (Pub. Resources Code § 21082.3 (e)).
10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
- Avoidance and preservation of the resources in place, including, but not limited to:
 - Planning and construction to avoid the resources and protect the cultural and natural context.
 - Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - Protecting the cultural character and integrity of the resource.
 - Protecting the traditional use of the resource.
 - Protecting the confidentiality of the resource.
 - Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - Protecting the resource. (Pub. Resource Code § 21084.3 (b)).
 - Please note that a federally recognized California Native American tribe or a nonfederally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code § 815.3 (c)).
 - Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code § 5097.991).
11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An environmental impact report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
- The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
 - The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code § 21082.3 (d)).

This process should be documented in the Cultural Resources section of your environmental document.

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires **local governments** to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code § 65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. **Tribal Consultation**: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code § 65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation**. There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality**: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code section 65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction. (Gov. Code § 65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation**: Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have been already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.

DEPARTMENT OF TRANSPORTATION

DISTRICT 7

100 S. MAIN STREET, MS 16

LOS ANGELES, CA 90012

PHONE (213) 897-8391

FAX (213) 897-1337

TTY 711

www.dot.ca.gov



*Serious Drought.
Making Conservation
a California Way of Life.*

October 30, 2017

Mr. Michael Cortez
Los Angeles County MTA
One Gateway Plaza
Los Angeles, CA 90012

RE: Division 20 Portal Widening/
Turnback Facility
Vic. LA-101/ PM 0.486 to PM S0.899
SCH # 201707101034
GTS # LA-2017-01189AL-NOP

Dear Mr. Cortez:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed Project would reconfigure existing tracks and access roads to accommodate a turnback facility at the Division 20 rail yard, construct new storage tracks, and widen the tunnel portal that currently connects to the Metro Red/Purple Line in order to substantially increase train movement within the yard.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Senate Bill 743 (2013) mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. You may reference to The Governor's Office of Planning and Research (OPR) for more information.

https://www.opr.ca.gov/s_sb743.php

However, there is no guidance from OPR on the proposed land use. If the Lead Agency is still using LOS methodology in preparing traffic study, then a traffic study including the State facilities should be prepared to analyze the following information:

1. Construction/truck/operation traffic impacts on the mainline including US-101, and all significantly impacted streets, crossroads and controlling intersections, as well as an analysis of existing conditions and construction periods. Queuing analysis for the off-ramps may be required if the project construction trips may cause potential back up to the mainline.

Mr. Michael Cortez

October 30, 2017

Page 2 of 2

2. If truck traffic is expected to cause delays on the State facility, please forward a truck/traffic construction management plan to Caltrans for review.
3. Existing traffic volume counts that include anticipated AM and PM peak-hour volumes.
4. Level of service (LOS) before (existing) and during the construction.
5. A brief construction/operation traffic discussion showing turning movements and a directional flow for construction vehicle trips to the State facilities (if any).
6. Discussion of mitigation measures appropriate to alleviate anticipated construction/truck/operation traffic impacts.

We look forward to reviewing the traffic study and expect to receive a copy from the State Clearinghouse when the DEIR is completed. If you would like to expedite the review process or receive early feedback from Caltrans, please feel free to send a copy of the DEIR directly to our office.

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 897-8391 and refer to GTS # LA-2017-01189-AL.

Sincerely,



MIYA EDMONSON
IGR/CEQA Acting Branch Chief

cc: Scott Morgan, State Clearinghouse



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA USPS AND E-MAIL:

November 14, 2017

LibanE@metro.net

Cris B. Liban, P.E., Executive Officer
Environmental Compliance and Sustainability
Los Angeles County Metropolitan Transportation Authority (Metro)
One Gateway Plaza, Mail Stop 99-16-9
Los Angeles, CA 90012-2952

Notice of Preparation of a Draft Environmental Impact Report for the Division 20 Portal Widening/Turnback Facility

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the Proposed Project that should be included in the Draft Environmental Impact Report (EIR). Please send SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address shown in the letterhead. **In addition, please send with the Draft EIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files¹. These include emission calculation spreadsheets and modeling input and output files (not PDF files). Without all files and supporting documentation, SCAQMD staff will be unable to complete our review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from SCAQMD's Subscription Services Department by calling (909) 396-3720. More guidance developed since this Handbook is also available on SCAQMD's website at: [http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-\(1993\)](http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)). SCAQMD staff also recommends that the Lead Agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

SCAQMD has also developed both regional and localized significance thresholds. SCAQMD staff requests that the Lead Agency quantify criteria pollutant emissions and compare the results to

¹ Pursuant to the CEQA Guidelines Section 15174, the information contained in an EIR shall include summarized technical data, maps, plot plans, diagrams, and similar relevant information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public. Placement of highly technical and specialized analysis and data in the body of an EIR should be avoided through inclusion of supporting information and analyses as appendices to the main body of the EIR. Appendices to the EIR may be prepared in volumes separate from the basic EIR document, but shall be readily available for public examination and shall be submitted to all clearinghouses which assist in public review.

SCAQMD's CEQA regional pollutant emissions significance thresholds to determine air quality impacts. SCAQMD's CEQA regional pollutant emissions significance thresholds can be found here: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>. In addition to analyzing regional air quality impacts, SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the Proposed Project, it is recommended that the Lead Agency perform a localized analysis by either using the LSTs developed by SCAQMD staff or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis.

In the event that the Proposed Project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective*, which can be found at: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Guidance² on strategies to reduce air pollution exposure near high-volume roadways can be found at: https://www.arb.ca.gov/ch/rd_technical_advisory_final.PDF.

Mitigation Measures

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize these impacts. Pursuant to CEQA Guidelines Section 15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are

² In April 2017, CARB published a technical advisory, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory*, to supplement CARB's Air Quality and Land Use Handbook: A Community Health Perspective. This technical advisory is intended to provide information on strategies to reduce exposures to traffic emissions near high-volume roadways to assist land use planning and decision-making in order to protect public health and promote equity and environmental justice. The technical advisory is available at: <https://www.arb.ca.gov/ch/landuse.htm>.

available to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project, including:

- Chapter 11 of SCAQMD's CEQA Air Quality Handbook
- SCAQMD's CEQA web pages available here: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies>
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities
- SCAQMD's Mitigation Monitoring and Reporting Plan (MMRP) for the 2016 Air Quality Management Plan (2016 AQMP) available here (starting on page 86): <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf>
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

Alternatives

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires the consideration and discussion of alternatives to the project or its location which are capable of avoiding or substantially lessening any of the significant effects of the project. The discussion of a reasonable range of potentially feasible alternatives, including a “no project” alternative, is intended to foster informed decision-making and public participation. Pursuant to CEQA Guidelines Section 15126.6(d), the Draft EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the Proposed Project.

Permits

In the event that the Proposed Project requires a permit from SCAQMD, SCAQMD should be identified as a responsible agency for the Proposed Project in the Draft EIR. For more information on permits, please visit SCAQMD webpage at: <http://www.aqmd.gov/home/permits>. Questions on permits can be directed to SCAQMD's Engineering and Permitting staff at (909) 396-3385.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available at SCAQMD's webpage at: <http://www.aqmd.gov>.

SCAQMD staff is available to work with the Lead Agency to ensure that project air quality impacts are accurately evaluated and any significant impacts are mitigated where feasible. If you have any questions regarding this letter, please contact me at lsun@aqmd.gov or call me at (909) 396-3308.

Sincerely,

Lijin Sun

Lijin Sun, J.D.

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

LS

LAC171013-07

Control Number

November 16, 2017

CHSRA-LAMTA-06749

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Mr. Cris B. Liban, D.Env., P.E.
Executive Officer, Environmental Compliance and Sustainability
Los Angeles County Metropolitan Transportation Authority (Metro)
One Gateway Plaza
Mail Stop: 99-16-9
Los Angeles, CA 90012

RE: Notice of Preparation of a Draft Environmental Impact Report for the Division 20 Portal Widening/Turnback Facility Project

Dear Mr. Liban:

The California High-Speed Rail Authority (Authority) has received the Notice of Preparation issued by Metro for a Draft Environmental Impact Report (EIR) for the Division 20 Portal Widening/Turnback Facility Project, dated October 18, 2017. The Authority believes this project, which will enable increased service levels on the Metro Red and Purple Lines, will be of great importance for Southern California. This project will provide the additional capacity needed to meet future travel demand on these heavily utilized rail lines, and help prepare Los Angeles for hosting the Olympic Games in 2028.

The Authority is moving forward with bringing high-speed rail service to Los Angeles and Anaheim, as specified in our 2016 Business Plan. It will be important for Metro to advance the Division 20 Project in a manner that does not conflict with plans for future high-speed rail service in the Los Angeles to Anaheim section. To that effect, coordination between Metro and the Authority on these projects has already begun. High-speed rail will expand mobility options for Southern California residents, increase ridership on Metro services and other connecting transportation services, provide substantial economic benefits for the region through increased business activity and tourism, and significantly enhance the potential for transit-oriented development in the area.

Mr. Cris Liban
Page 2

The Authority appreciates our long-standing partnership with Metro on a number of projects in Southern California, and looks forward to coordinating with Metro on development of the Draft EIR for the Division 20 Portal Widening/Turnback Facility Project. If you have any questions regarding this letter, please contact me or Michelle Boehm, Southern California Regional Director, at (213) 628-8024 or michelle.boehm@hsr.ca.gov. Thank you.

Sincerely,



Mark A. McLoughlin
Director of Environmental Services
(916) 403-6934
mark.mcloughlin@hsr.ca.gov

cc: Tom Fellenz, Interim Chief Executive Officer
Michelle Boehm, Southern California Regional Director



METROLINK.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

One Gateway Plaza Twelfth Floor Los Angeles, CA 90012

metrolinktrains.com

November 17, 2017

Mr. Chris B. Liban, D. Env., P.E.
Executive Officer, Environmental Compliance and Sustainability
Metro
One Gateway Plaza, Mail Stop: 99-16-9
Los Angeles, CA 90012

**RE: Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR)
for the Division 20 Portal Widening/Turnback Facility**

Dear Mr. Liban:

The Southern California Regional Rail Authority (SCRRA) has received the above-noted NOP for the DEIR on the Division 20 Portal Widening and Turnback Facility project. Thank you for the opportunity to comment on key issues relative to SCRRA and operations of the railroad that operates within your project limits. As background information, SCRRA is a five-county Joint Powers Authority (JPA) that operates the regional commuter rail system known as Metrolink. The JPA consists of the Los Angeles County Metropolitan Transportation Authority (METRO), San Bernardino County Transportation Authority (SBCTA), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC) and Ventura County Transportation Commission (VCTC).

Metrolink Adjacent

It is noted that the turnback facility tracks would be constructed immediately adjacent to the Metro owned right of way where Metrolink and Amtrak trains operate. Trains can run 24 hours per day, 7 days per week. There currently is a fence separating the Metrolink right of way from the Metro Red/Purple Line maintenance facility. Should that fence be temporarily be removed for construction purposes or any construction activities have the potential to foul the Metrolink tracks then a railroad flagperson and temporary encroachment Right of Entry agreement would be required. The temporary encroachment process can be found on our Metrolink website at www.metrolinktrains.com.

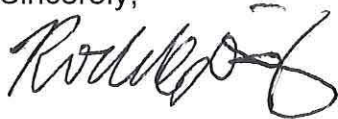
Impacts to Link US Project

The tunnel widening portion of the project will required close coordination with Metro Regional Rail and SCRRRA as to mitigating impacts in design and construction of the Link US run through tracks project. The portal widening is in direct conflict with the placement of support infrastructure for the run through track bridge in the area around Commercial Street. Close coordination during construction staging will be needed for the successful completion of both projects.

Thanks again for providing us with the opportunity to comment on this important transportation project. We look forward to our continued participation with Metro on this important transportation project that will provide many benefits to the commuting public.

Should you have any questions, please feel free to contact me at (213) 452-0455 or via e-mail at diazr@scrra.net.

Sincerely,

A handwritten signature in black ink, appearing to read "Roderick Diaz", written in a cursive style.

Roderick Diaz
Director, Planning & Development

Appendix L.1.2
Meeting Comment Cards

Division 20 Portal Widening and Turnback Facility

Public Scoping

Comment Sheet

Name:

James M. Okazaki

Affiliation (i.e. organization, resident, business):

LTCC

Address:

2814 Carlanti Rd. San Marino

Phone/Cell:

(213) 249-3246

Email:

JOKAZAKI@SBCGLOBAL.NET

Thank you for your interest in the Metro Division 20 Portal Widening and Turnback Facility. We welcome your comments.

Given that this project is going to purchase ROW on the east side of Center St., please provide room to install the "portal" for the East Santa Ana Branch LRT, and not run the LRT on Viñes or Center St. It would be less impact to Little Tokyo and the Arts District if the subway portal for the East Santa Ana Branch alignment was built totally within the Metro ROW, east of Center St.

James M. Okazaki

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro Division 20 Portal Widening and Turnback Facility ends on Friday, November 17, 2017. Written comments may be submitted at the meetings or via:



Cris B. Liban
Executive Officer, Environmental
Compliance and Sustainability
Metro
One Gateway Plaza
MS 99-16-9
Los Angeles, CA 90012



libane@metro.net



Metro

Comments submitted through the project's social media pages or helpline will not be part of the official public scoping record. Please submit all comments via mail and email.

Division 20 Portal Widening and Turnback Facility

Public Scoping

Comment Sheet

Name:

ALAN KUMAMOTO (MEMBER)

Affiliation (i.e. organization, resident, business):

ST. FRANCIS XAVIER JAPANESE CATHOLIC CHURCH

Address:

222 S. HEWITT

Phone/Cell:

Email:

AKUMAMOTO@AOL.COM

Thank you for your interest in the Metro Division 20 Portal Widening and Turnback Facility. We welcome your comments.

How about access to LA RIVER
at 1st ST. BRIDGE?

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro Division 20 Portal Widening and Turnback Facility ends on Friday, November 17, 2017. Written comments may be submitted at the meetings or via:



Cris B. Liban
Executive Officer, Environmental
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Metro

Comments submitted through the project's social media pages or helpline will not be part of the official public scoping record. Please submit all comments via mail and email.

Division 20 Portal Widening and Turnback Facility

11-8-17

Public Scoping

Comment Sheet

Name: Sonia E. Mcintosh
Affiliation (i.e. organization, resident, business): Public - Bus rider
Address: PO Box 26153, Minnacke Hole Station, LA CA
Phone/Cell: _____
Email: _____ 90036

Thank you for your interest in the Metro Division 20 Portal Widening and Turnback Facility. We welcome your comments.

Exact location of storage tanks & turnback tracks take determined on chart is printed. What does that mean? Why wasn't this expanded downtown LA City taking of acreage of buildings (no architectural value is listed for these historic names on the buildings). Wildlife - birds would be nice in trees & area of the Los Angeles River.

Air - grass - we need to breathe! Too much building construction & no affordability for average person will you raise Metro monthly passes & fares again? Their Board is notorious.

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro Division 20 Portal Widening and Turnback Facility ends on Friday, November 17, 2017. Written comments may be submitted at the meetings or via:



Cris B. Liban
Executive Officer, Environmental
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Metro
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libane@metro.net



Metro

Comments submitted through the project's social media pages or helpline will not be part of the official public scoping record. Please submit all comments via mail and email.

Division 20 Portal Widening and Turnback Facility

Public Scoping

11/8/17

Comment Sheet

Name:

Jeff Modrzegewski

Affiliation (i.e. organization, resident, business):

CREED LA

Address:

Phone/Cell:

Email:

Thank you for your interest in the Metro Division 20 Portal Widening and Turnback Facility. We welcome your comments.

See Attachment

PUBLIC SCOPING COMMENT PERIOD: The formal comment period for the Metro Division 20 Portal Widening and Turnback Facility ends on Friday, November 17, 2017. Written comments may be submitted at the meetings or via:



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Executive Officer, Environmental
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libane@metro.net



Metro

Comments submitted through the project's social media pages or helpline will not be part of the official public scoping record. Please submit all comments via mail and email.



November 8, 2017

Cris B. Liban

Executive Officer, Environmental Compliance and Sustainability Los Angeles County
Metropolitan Transportation Authority One Gateway Plaza
Los Angeles, CA 90012

Re: Division 20 Portal Widening and Turnback Facility Project & Arts District Station

Dear Mr. Liban,

I am writing to you on behalf of the CREED LA to provide comments on the scope of the Draft EIR for its Division 20 Portal Widening and Turnback Facility Project.

CREED LA's mission is to ensure that the construction industry in Los Angeles has a highly trained and professionalized work force that supports projects that have positive impacts for the community. CREED LA champions and creation of good jobs with health care, training, and a secure retirement for LA's working families, while being sensitive to any potential impacts and the local environment.

We believe this project is important to help Metro accommodate higher levels of service on the Purple Line, however we are concerned that it fails to acknowledge the growing demand for transit in the Arts District and the potential impacts this project will have on residential and commercial growth downtown. If Metro does not take a more holistic approach to planning in the Arts District, it could have a chilling effect on future development and job growth.

The Arts District is one of the most rapidly growing areas of Los Angeles, with over twenty development projects in the Arts District under construction, entitled or in the entitlement process, including 670 Mesquit, 6AM, Row DTLA, 520 Mateo Street, the Ford Motor Factory Building, 950 E. 3rd Street, At Mateo, and many others.

There are still many development opportunities in the Arts District and the inclusion of a Metro station at 6th Street will further incentivize commercial and residential growth, resulting in more good paying, local jobs in the construction trades for Angelenos. With the passage of Measure JJJ by LA voters last November, many of these new construction projects will be required to hire local workers and pay prevailing wage.

The Arts District's growth is now high-density commercial, retail and residential, replacing low density industrial and warehouse uses. Transit is needed to serve the increasing travel demand on limited roadways. A station would not just create construction jobs within the Arts District, but it would also serve as a means for Boyle Heights and other nearby residents to access jobs in other areas of Los Angeles.

Metro's plans to design storage and turnback tracks as an open-air facility create a significant barrier between the growing Downtown Arts District Community and the LA River. By not including a transit Station, the visual blight, noise, and impacts of storing train cars will be compounded in the Arts District and DTLA because of a lack of access to transit. It could require new development projects to build hundreds of new parking spaces and result in many more daily trips by car.

For these reason, we believe it is important that Metro staff include an Arts District Purple/Red line Station at 6th Street in its Short Range Transportation Plan (SRTP) and Long Range Transportation Plan (LRTP) and study a Station as environmental mitigation for the storage and turnback facility.

Thank you very much for your time and consideration.

Sincerely,



Jeff Modrzejewski
Executive Director
CREED LA

Appendix L.1.3
Other Public Comments

From: Sam Silverman
To: [Stacey Falcioni](#); [Chester Britt](#); [Jason Jackson](#)
Cc: [Cariapa, Namrata \(Namrata.Cariapa@icf.com\)](#); "[Lisecki, Lee](#)"; [Derek Hung](#)
Subject: FW: Division 20 Portal widening and new station
Date: Tuesday, October 24, 2017 10:55:31 AM
Importance: High

One more scoping comment - Sam

From: Dominguez, Andrina [<mailto:DominguezAn@metro.net>]
Sent: Tuesday, October 24, 2017 10:26 AM
To: Sam Silverman
Cc: Derek Hung; Cariapa, Namrata (Namrata.Cariapa@icf.com)
Subject: FW: Division 20 Portal widening and new station
Importance: High

Below please find a public comment on the NOP.

From: Liban, Emmanuel
Sent: Tuesday, October 24, 2017 10:17 AM
To: Dominguez, Andrina; Harrington, Christina; Cortez, Michael
Cc: Liban, Emmanuel
Subject: FW: Division 20 Portal widening and new station
Importance: High

FYI.
Thnx

Cris B. Liban, D.Env., P.E., ENV SP

Fellow, American Society of Civil Engineers

LA Metro

Executive Officer, Environmental Compliance and Sustainability

Program Management

213.922.2471 W

213.792.5777 C

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From: Alek [<mailto:alek3773@gmail.com>]
Sent: Tuesday, October 24, 2017 9:49 AM
To: Liban, Emmanuel
Subject: RE: Division 20 Portal widening and new station
Importance: High

Dear Metro:

Thank you for considering the project of improving the Division 20 portal turnback - including widening and the facility. Generally, I **support** the project, but only under one condition: the project **must include building a new passenger station** at/around the Arts District location / 6th Street.

It truly makes no sense to have No passenger service past Union Station despite numerous tracks south of the Union Station. Please realize: the housing south-east of the Union Station has substantially grown, including the large One Santa Fe mixed-use development. Therefore, reliable passenger subway service is a "Must".

I therefore strongly urge Metro to consider adding a passenger station in the Arts district, i.e. south / south-east of the Union Station, to meet increased demand and growing population in the area. This project will be critically important to the area.

Thank you for your time and consideration.

Sincerely,
- **Alexander Friedman**
(323) 465-8511

From: Dominguez, Andrina
To: [Sam Silverman](#); [Derek Hung](#); [Stacey Falcioni](#); [Chester Britt](#); [Jason Jackson](#)
Subject: Fwd: Division 20 Portal Widening and Turnback Facility Project
Date: Tuesday, November 21, 2017 11:16:53 AM

Andrina Dominguez, ENV SP
LA Metro
Environmental Specialist
Environmental Compliance and Sustainability
213.418.3245 W (Gateway Headquarters)
213.893.7189 W (Regional Connector IPMO)
213.864.3286 C
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From: Liban, Emmanuel
Sent: Sunday, November 19, 2017 10:27:58 AM
To: Dominguez, Andrina; Harrington, Christina
Cc: Liban, Emmanuel
Subject: Fw: Division 20 Portal Widening and Turnback Facility Project

fyi

Cris B. Liban, D.Env., P.E., ENV SP
Fellow, American Society of Civil Engineers
Executive Officer, Environmental Compliance and Sustainability
Program Management
213.922.2471 W
213.792.5777 C
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From: Alek <alek3000@sbcglobal.net>
Sent: Friday, November 17, 2017 10:47 AM
To: Liban, Emmanuel
Subject: RE: Division 20 Portal Widening and Turnback Facility Project

Dear Sir or Madam:

I generally support the Division 20 Portal Widening and Turnback Facility Project. However, as

mentioned earlier - this project should absolutely include the station at the Arts district.

Metro should understand this:

- Subway tracks are already there;
- Subway line is there;
- Electrical supply (for subway trains) is there;
- Customer demand is there;
- Housing (with large mixed-use developments) is there;
- The space for a future station is there.

Everything is already laid-out -- providing perfect conditions for a train station! Therefore, the cost to install a street-level subway platform should be minimal -- and is only a fraction, comparing to building a tunnel and/or laying new tracks. It doesn't need to be a sophisticated station (like "Universal City"). But an at-grade train station can be built at a very affordable price.

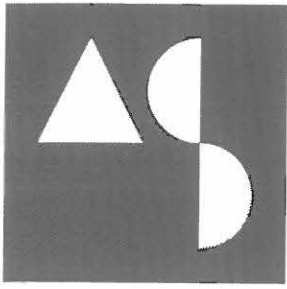
I am very disappointed that our new Metro CEO, Mr. Phil Washington, seems to lack proper vision for our train system -- and hence this is the real reason why he doesn't want to install a station there.

Once again, the Arts District station is "Must", to be included with this project.

Thank you.

~ Alexander Friedman

(323) 465-8511



ART SHARE

BOARD OF DIRECTORS

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Community Development Consultant

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LLC

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GameOver Inc.

Mark Walsh, Downtown Artists
Group

November 17, 2017

Cris B. Liban
Executive Officer, Environmental Compliance and Sustainability
Los Angeles County Metropolitan Transit Authority (Metro)
One Gateway Plaza
Los Angeles, CA 90012
Sent by e-mail

**RE: Division 20 Portal Widening and Turnback Facility Project – Support
for Arts District Station**

Dear Mr. Liban:

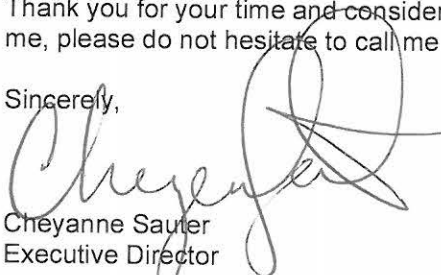
As Art Share L.A.'s Executive Director, I am writing on behalf of Fixing Angelenos Stuck in Traffic (FAST) and our coalition partners, I am writing to provide comments on the scope of the Draft EIR for the Division 20 Portal Widening and Turnback Facility Project. FAST is a public/private organization dedicated to designing and supporting the implementation of short-term strategies to reduce traffic congestion in Los Angeles by optimizing existing roadway and freeway infrastructure, promoting new technology and mobility options, and increasing public transit use in order to improve our quality of life.

FAST represents numerous individuals and organizations throughout the region which include hundreds of thousands of businesses, students and residents in Los Angeles County – all committed to addressing gridlock and improving our mobility options. FAST supported Measure M throughout the years of county-wide planning, and during the campaign in support of Measure M in the November 8th, 2016 election. A comprehensive, holistic mobility strategy is crucial for the Arts District.

FAST thanks Metro for extending the Division 20 "turn around" tracks beyond its current plan of One Santa Fe, farther south toward Seventh Street to accommodate a revenue station at Sixth Street. However, we feel that Metro should also identify an Arts District Station, just beyond the project's outline, as a future revenue station.

Thank you for your time and consideration. If you have any further questions of me, please do not hesitate to call me at (213) 687-4278.

Sincerely,


Cheyanne Sauter
Executive Director

From: Dominguez, Andrina
To: [Sam Silverman](#); [Stacey Falcioni](#)
Cc: [Derek Hung \(DHung@webtaha.com\)](#); [Chester Britt](#); [Jason Jackson](#)
Subject: FW: Art District Station
Date: Tuesday, November 14, 2017 9:45:25 AM

Good morning,

Below is an emailed comment from Beverly Christiansen, Senior Associate/Studio Director with TCA Architects.

Best,
Andrina

Andrina Dominguez, ENV SP

LA Metro

Environmental Specialist

Environmental Compliance & Sustainability Department

213.418.3245 W

213.893.7189 W

213.864.3286 C

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From: Liban, Emmanuel
Sent: Tuesday, November 14, 2017 9:13 AM
To: Harrington, Christina; Dominguez, Andrina
Cc: Liban, Emmanuel
Subject: Fwd: Art District Station

FYI. Similar to others.

—

Cris B. Liban, D.Env., P.E., ENV SP

Fellow, American Society of Civil Engineers

LA Metro

Executive Officer, Environmental Compliance and Sustainability

Program Management

[213.922.2471](#) W

[213.792.5777](#) C

[metro.net](#) | [facebook.com/losangelesmetro](#) | [@metrolosangeles](#)

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Begin forwarded message:

From: Beverly Christiansen <bchristiansen@tca-arch.com>

Date: November 14, 2017 at 09:04:39 PST

To: "libane@metro.net" <libane@metro.net>

Subject: Art District Station

As we all know the Arts District is rapidly becoming a hub of retail, restaurant, creative office and residential activity. It is unimaginable that any plans for the future do not include a 6th street station to provide a critical connection between this vibrant area and the rest of the system. Right now we are stuck with driving and looking for parking or using a ride share – both of which clog the already busy streets with more cars. Please see below for more specifics.

Arts District Station

- The Arts District is a rapidly growing neighborhood that is poorly served by transit. To support its growth, a 6th Street Station is imperative.
- This area will become even more of a destination as the LA River Revitalization and 6th Street Bridge and PARC are developed, and as thousands of new homes and jobs arrive. We must provide better mobility options for getting to and from these sites.
- It will be harder to plan and build a station after the storage and turnback facility work is complete; the time is now.
- The Arts District Station will actually reduce environmental impacts caused by the expansion and construction of the turnbak and train storage facilities.
- **Recommendation: Include the 6th Street Arts District Station in Metro's Long Range Transportation Plan (LRTP) and include station design as part of the Division 20 work, not as a separate-but-related project.**

Connections between the Arts District and the River

- We understand the need for additional storage track because the Purple Line is being extended, but it can't be an eyesore -- an inaccessible open-air railyard. Los Angeles and the Arts District deserve better.
- Metro must prioritize preserving and improving connections between the Arts District and LA River, and making those connections attractive and safe places where people want to be.
- There are examples from across the U.S. and across the world of "decking" on top of rail facilities to build parks and open space, housing, cultural and entertainment venues, and offices.
- Covering the rail facilities can be an opportunity to create revenue, not just an additional cost.
- Now is the time to plan for these improvements rather than trying to retrofit them into place in the years or decades to come.

- Security concerns are not a valid argument against these improvements, just like they haven't been at other Metro sites or at similar sites around the world.
- **Recommendation:** Analyze options for covering the railyard with productive/active uses, including the potential for revenue generation. Focus on creating welcoming, safe, and convenient connections between Downtown and the LA River.

BEVERLY CHRISTIANSEN, AIA, LEED GA

SENIOR ASSOCIATE, STUDIO DIRECTOR

bchristiansen@tca-arch.com | TCA-arch.com | 213 553 1100

TCA ARCHITECTS

LOS ANGELES | IRVINE | OAKLAND

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November 9, 2017

Cris B. Liban
Executive Officer, Environmental Compliance and Sustainability
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: Division 20 Portal Widening and Turnback Facility Project & Arts District Station

Dear Mr. Liban,

Established in 1924, Central City Association (CCA) is committed to advancing policies that enhance Downtown Los Angeles' vibrancy and increase investment in the region. CCA represents more than 400 businesses, trade associations, and nonprofit organizations, and our members depend on a robust and reliable transportation network to effectively serve Downtown residents, workers, and visitors.

We believe that the Division 20 Portal Widening and Turnback Facility Project can significantly improve the transit experience in Downtown and beyond, but we have several concerns and recommendations we feel need to be more fully addressed before we can support Metro's proposal. We have outlined those concerns below, along with suggestions for how these issues might be resolved.

Arts District Red Line Station

Chief among our concerns is that there is still no explicit planning for an Arts District Red Line station at 6th Street, despite repeated requests from the Downtown community and guidance from the Metro Board to study this option.

Downtown represents just 1 percent of the city's land area but will accommodate 20 percent of its population growth through the year 2040, or approximately 125,000 new residents, along with 55,000 new jobs. Much of that growth will be located in and around the Arts District, where development opportunities are still abundant. Numerous other changes, most notably the revitalization of the LA River, reconstruction of the 6th Street Bridge, and the development of the 6th Street PARC will all create additional demand that cannot and will not be adequately served by personal automobiles—a river-adjacent heavy rail station must be a priority in order to serve these future users.

An Arts District Station will not only help mitigate the potential environmental impacts of these and many other projects, it will also support less car-dependent housing and commercial development in the

years to come. Failing to build this station will promote higher levels of parking construction, compounding the visual blight and decreased walkability created by an expanded rail yard.

We understand that Metro believes it must keep its planning for the Division 20 improvements separate from the Arts District Station, but we are deeply concerned that this is leading to a de-emphasis on the rail station component. This concern was reinforced at our October 12th Transportation, Infrastructure, and Environment Committee meeting, where the Arts District Station was not even mentioned as a part of the formal presentation. A 6th Street Station cannot become simply a “nice to have” amenity: It is an essential component of the vision for a walkable, accessible Downtown, and a connected Downtown is essential for a successful city and region.

To resolve this, CCA believes that Metro must include the Arts District 6th Street Station in the next draft of its Long Range Transportation Plan, and should more explicitly incorporate station design into its portal widening and turnback facility planning.

Connections between the Arts District and the LA River

We are also very concerned with Metro’s plans to design storage and turnback tracks as an open-air facility, creating a harsh and uninviting barrier between the Arts District and the LA River. Between the 101 Freeway and 4th Street, this barrier would stretch between 500 and 1,000 feet for nearly a full mile. This is not a design choice worthy of a 21st century global city, nor is it aligned with the goals of creating an accessible, beautiful, and welcoming LA River.

The portal widening and turnback facility planning, as well as Arts District Station planning, should include a detailed analysis of opportunities for decking and development above the proposed track locations, and other opportunities for improving accessibility between the neighborhood and the river. This might include parks and open space, transportation connections, housing, commercial development, or cultural and educational institutions, among other possible uses.

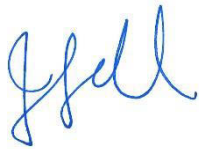
This analysis should include not just the costs of such development, but also potential revenues. The Hudson Yards development in New York and Millennium Park in Chicago are both examples of world-class design replacing railyard blight, bringing incredible economic success in their wake. Metro will benefit from designing to accommodate these uses now, rather than trying to retrofit facilities in the years to come at much greater cost and risk of service disruption.

Metro has raised homeland security concerns as a potential obstacle to the development of parks, housing, or other uses above railway tracks, but we strongly believe that this is not a valid excuse for moving forward with an unwelcoming design. There is nothing unique about this site that would attract disproportionate attention compared to other Metro sites, and Metro itself has successfully argued against similar concerns raised by the Beverly Hills Unified School District lawsuit of the Purple Line. Examples in other cities confirm this, and it is not the desire of CCA or Metro riders that we should adopt customer-unfriendly security policies that mirror the TSA experience at our nation’s airports.

Conclusion

By explicitly incorporating the Arts District Red Line Station and planning for welcoming, walkable connections between the Arts District and the LA River, Metro can reduce environmental and quality of life impacts while improving accessibility for residents, workers, and visitors to the area. We believe these changes are essential to delivering the world-class facilities that Los Angeles deserves, and that they appropriately recognize the unprecedented investment occurring in and along the LA River. We hope that you will be able to adopt these revisions and we look forward to working with Metro to advance this important regional project.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Lall". The signature is fluid and cursive, with the first letter being a large, stylized "J".

Jessica Lall

President & CEO, Central City Association of Los Angeles



November 17, 2017

Cris B. Liban
Executive Officer, Environmental Compliance and Sustainability
Los Angeles County Metropolitan Transit Authority (Metro)
One Gateway Plaza
Los Angeles, CA 90012
Sent by e-mail

RE: Division 20 Portal Widening and Turnback Facility Project – Support for Arts District Station

Dear Mr. Liban:

As FAST's Executive Director, I am writing on behalf of Fixing Angelenos Stuck in Traffic (FAST) and our coalition partners, I am writing to provide comments on the scope of the Draft EIR for the Division 20 Portal Widening and Turnback Facility Project.

FAST is a public/private organization dedicated to designing and supporting the implementation of short-term strategies to reduce traffic congestion in Los Angeles by optimizing existing roadway and freeway infrastructure, promoting new technology and mobility options, and increasing public transit use in order to improve our quality of life. FAST represents numerous individuals and organizations throughout the region which include hundreds of thousands of businesses, students and residents in Los Angeles County – all committed to addressing gridlock and improving our mobility options. FAST supported Measure M throughout the years of county-wide planning, and during the campaign in support of Measure M in the November 8th, 2016 election.

A comprehensive, holistic mobility strategy is crucial for the Arts District. FAST thanks Metro for extending the Division 20 "turn around" tracks beyond its current plan of One Santa Fe, farther south toward Seventh Street to accommodate a revenue station at Sixth Street. However, we feel that Metro should also identify the Arts District/Sixth Street Station, just beyond the project's outline, as a future revenue station for the following reasons:

- 1. Measure M voters supported a Holistic Mobility Vision for LA County, and Ridership on the Arts District Station will reduce traffic to and from Downtown LA.** Voters supported Measure M to fund comprehensive, multi-modal mobility, emphasizing first/last mile strategies in order to reduce our current gridlock, protect our environment and improve goods movement. Numerous stakeholders advocated for a Sixth Street station as part of our Measure M advocacy. An Arts District Station will reduce traffic by reducing the need to travel by car to Downtown LA.

FAST - Fixing Angelenos Stuck in Traffic

445 South Figueroa Street, Suite 2290. Los Angeles, CA 90071
213.233.2542 . Cellular 213.448.2900 . www.FASTLA.org

2. An Arts District station at Sixth Street is good for transit-focused residential and commercial growth. To meet the region’s demand for new housing and jobs in the most environmentally sustainable manner, the ideal growth pattern for Los Angeles County is one where higher density development is built within existing developed areas – infill development -- in conjunction with transit, in order to reduce dependence on less efficient travel modes such as use of single occupant vehicles (SOV) and increase opportunities to travel by train, bicycle, bus, and on foot.

Metro Board Chairman and Los Angeles Mayor Eric Garcetti set a goal of locating 275,000 units within a quarter mile of a transit station over the next two decades. The Arts District is one of the few places where such visionary (and necessary) density can be achieved. This area is also a prime location for new technology innovation zones in the Arts District and Boyle Heights, with residential micro-units needed to inter-connect people within this new economy. An Arts District station at the heart of this area would mean that new development could be people-focused, and allow people from all over the region to participate in this new economy without using a car.

3. The Arts District’s growth is now high-density commercial, retail and residential, replacing low density industrial and warehouse uses. Transit is needed to serve the increasing travel demand on limited roadways. The Arts District is one of the most rapidly growing areas of Los Angeles, with over twenty development projects in the Arts District under construction, entitled or in the entitlement process, including 670 Mesquit, 6AM, Row DTLA, 520 Mateo Street, the Ford Motor Factory Building, 950 E. 3rd Street, At Mateo, and many others. Beyond new construction, due to pressure for new development to occur outside of single family residential areas, new commercial, residential and retail uses have been adaptively reusing warehouse and industrial structures for years, creating a high demand for new transit. There is no other area in the city that would be as ideal a Transit Oriented Community (TOC) as the Arts District.

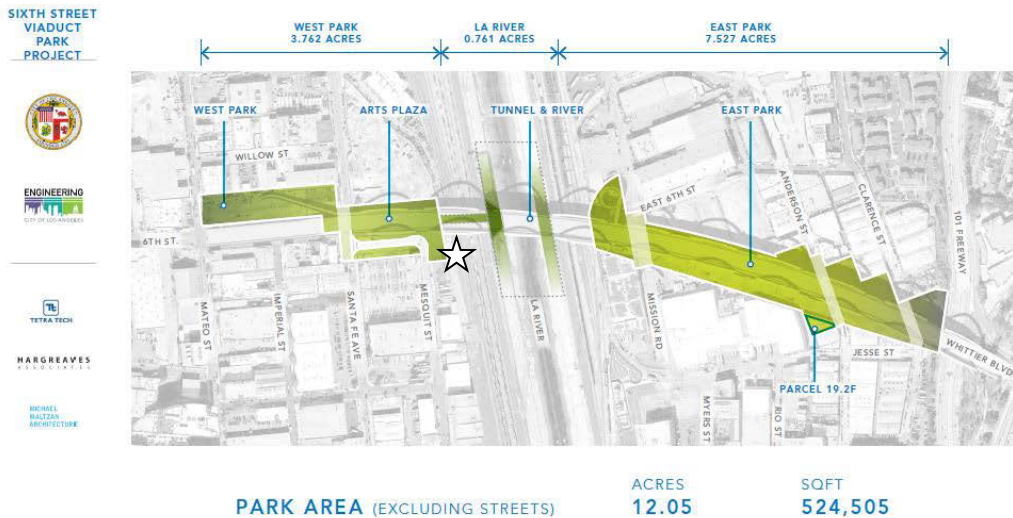
4. An Arts District station at Sixth Street would be an asset to the entire Metro system, connecting residents and tourists to cultural amenities throughout the region. When the Purple Line is complete, a new station at Sixth Street would connect the Arts District with a one-seat ride to UCLA, the Museum District in mid-Wilshire, the Civic Center/Music Center/Grand Park, the Italian American Museum and LA Plaza Latino American Museum at Olvera Street and DTLA. When the Regional Connector is complete, travelers could also go by rail from the Arts District to the Music Center, Broad Museum, Colburn School, USC, and the Exposition Park Museum District of the California African-American Museum, the Museum of Natural History and the California Science Center.

5. An Arts District station at Sixth Street would contribute to Measure M by generating sales tax receipts from the significant levels of new tourism to DTLA, Arts District and future Olympics.



6. **A new station at Sixth Street would connect over \$1 billion in infrastructure investments in first/last mile travel.** The proposed location for a Sixth Street station would connect: a) the \$482 million Sixth Street Viaduct Replacement Project, linking Boyle Heights and the Arts District with new vehicle, bicycle and pedestrian lanes; b) the nearly \$500M in Measure M funds for the LA River Bikeway and in-channel bike lanes; c) \$15 million in Active Transportation Program (ATP) grants for new bikeways and crosswalks in the Arts District; d) Metro’s Bike Share program; a new Los Angeles DASH bus route; and new micro-transit serving DTLA.

7. **An Arts District Station at Sixth Street would connect to the LA River and bikeway and the new 12-acre Sixth Street Viaduct Park, providing zero-emission travel to new nature and park spaces which will be regional and international destinations.**



8. **A new Arts District station at Sixth Street is cost-efficient.** The Red/Purple Line tracks currently exist, and the current Division 20 plan shows that trains can easily reach the proposed location of the station. Initial studies conducted by Metro put the cost of a new revenue station at \$90 million. Even if the estimate for costs to build this station in 2018 increases, it is clear that this station will be used by thousands of people every day, and the dollars generated by sales tax and transit ridership will be a net gain for Metro.

For these reasons, we urge that the Metro Board urge Metro’s staff to include the Arts District/Sixth Street Station in the Short Range Transportation Plan (SRTP), the Long Range Transportation Plan (LRTP) and as a potential mitigation measure in the Division 20 EIR process.



Thank you very much for your time and consideration. If you have any further questions of me, please do not hesitate to call me at (213) 448-2900.

Sincerely,



Hilary Norton
FAST Executive Director

CC: Metro Board Members
Councilman Jose Huizar, CD14





November 16, 2017

Cris B. Liban
Executive Officer, Environmental Compliance and Sustainability
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: Division 20 Portal Widening and Turnback Facility Project and Arts District Station Study

Dear Mr. Liban,

I am writing to you on behalf of Green Commuter, a company based in the downtown LA Arts District, to provide comments on the scope of the Draft EIR for its Division 20 Portal Widening and Turnback Facility Project.

Green Commuter, a minority-woman-owned Benefit Corporation with operations in Los Angeles and Chattanooga, has developed an innovative system that utilizes a fleet of 100% zero-emission vehicles to provide a combined service of vanpool, car sharing and/or fleet replacement to maximize efficiency, decrease the cost of commuting and increase mobility. Our company's transportation innovation leverages electric vehicles by maximizing use among different users. Once a vanpool has reached its scheduled destination, other members can book the same EV for short trips or weekend rentals. This solution supports the behavior change necessary that in turn creates numerous co-benefits for the greater community.

We believe comprehensive, holistic mobility strategy is crucial for the Arts District. While we understand this project will play an important role in helping Metro accommodate increased service on the Red/Purple Lines, we are concerned that it fails to acknowledge the impacts to the surrounding community and the growing need for public transportation in the Arts District.

We believe it is important that Metro staff include an Arts District Purple/Red line Station at 6th Street in its Short-range and Long-range Transportation Plans and also commit to studying a Station as environmental mitigation for the storage and turnback facility.

Our major concerns, along with recommendations for how these issues may be mitigated, are:

1. Growing need for transit

The Arts District is one of the most rapidly growing areas of Los Angeles, with over twenty development projects under construction, entitled or in the entitlement process. A Metro Red/Purple Line station at 6th Street is essential to connect this growing community to the regional transportation system.

2. Environmental concerns

Metro's plans to design storage and turnback tracks as an open-air facility create a significant barrier between the downtown Arts District community and the LA River. By not including a transit station, the visual blight, noise, and impacts of storing train cars will be compounded in the Arts District and DTLA because of a lack of access to transit. It could require new development projects to build hundreds of new parking spaces and result in many more daily trips by car.

3. Active transportation



A zero emission vehicle vanpool
and car sharing company.

The new Sixth Street Bridge will have separate bicycle and pedestrian lanes and SCAG has just funded millions of dollars in new bike lanes, sidewalks and crosswalks in the area. It is the ideal time to create a transit station connecting these projects and incentivizing travelers to arrive in the Arts District as pedestrians and cyclists.

4. Smart Growth

To meet the region's demand for new housing and jobs in the most environmentally sustainable manner, the ideal growth pattern for Los Angeles County is one where higher density development is built within existing developed areas – infill development -- in conjunction with transit, to reduce dependence on less efficient travel modes such as use of SOVs and increase opportunities to travel by train, bicycle, bus, and on foot.

5. Good Transportation Planning

A new Arts District station at Sixth Street is cost efficient. The Red/Purple Line tracks currently exist and studies conducted by Metro put the cost of a new revenue station at \$90 million.

We thank you in advance for your consideration of our input.

Sincerely,

Gustavo Occhiuzzo
CEO

COMMENTS ON SCOPING-DIVISION 20 PORTAL WIDENING PROJECT

By James M. Okazaki

Following are the comments on the Scoping for the Division 20 Project. Generally speaking the impact to Little Tokyo is minimal, compared to the proposed Santa Ana Branch (WSAB) Transit Corridor Project. However, keeping in mind that in order to minimize the WSAB Project impact, the Little Tokyo community is suggesting to Metro that its alignment be constructed on the east side of Center St., as stated in the attached COMMENTS ON SCOPING-WSAB TRASIT CORRIDOR.

Given that the Division 20 Project is already proposing to buy properties on the east side of Center St./Santa Fe St. between Commercial St. and 3rd St. in order to shift and expand the Storage Tacks to the west, the Little Tokyo community is requesting that Metro coordinate with the WSAB Project in order to have the subway portal pop-up within the Metro ROW north of Temple St. on the east side of Center St. (and not preclude this Option). That way, there will not be any traffic impact on Vignes St. or Center St., as stated in the attached WSAB COMMENTS.

The Portal widening of the RED/PURPLE LINE near Commercial St. should also not preclude the aerial structure foundations for the WSAB alignment to be placed on the east side of Center St. at the Viertel's Tow Yard site.

There was an interest expressed at the Scoping Meeting in Little Tokyo in including a new Metro Rail Station near 6th St. at the south end of the Division 20 Yard, and having it studied as part of Division 20 Scope of Work. Little Tokyo community supports that effort to include the new Station as part of this Project, rather than having a separate Study later on.

Attachment

From: Dominguez, Andrina
To: [Sam Silverman](#); [Stacey Falcioni](#)
Cc: [Derek Hung \(DHung@webtaha.com\)](#); [Chester Britt](#); [Jason Jackson](#)
Subject: FW: Division 20 Portal Widening and Turnback Facility
Date: Tuesday, November 14, 2017 8:45:03 AM

Good morning,

Below is an emailed comment from Joanne Kumamoto.

Best,
Andrina

From: Liban, Emmanuel
Sent: Tuesday, November 14, 2017 6:01 AM
To: Dominguez, Andrina; Harrington, Christina
Cc: Liban, Emmanuel
Subject: Fwd: Division 20 Portal Widening and Turnback Facility

FYI

—

Cris B. Liban, D.Env., P.E., ENV SP
Fellow, American Society of Civil Engineers
LA Metro
Executive Officer, Environmental Compliance and Sustainability
Program Management
[213.922.2471](tel:213.922.2471) W
[213.792.5777](tel:213.792.5777) C
metro.net | facebook.com/losangelesmetro | @metrolosangeles
Metro provides excellence in service and support.

Begin forwarded message:

From: Joanne <jkumamoto@aol.com>
Date: November 14, 2017 at 00:08:47 PST
To: libane@metro.net
Cc: <ellenendo@yahoo.com>, <akumamoto@aol.com>
Subject: **Division 20 Portal Widening and Turnback Facility**

What would be the Division 20 Portal Widening and Turnback Facility health impact to the community?

Sent from my iPhone 6s Plus

From: Dominguez, Andrina
To: [Sam Silverman](#); [Stacey Falcioni](#)
Cc: [Derek Hung \(DHung@webtaha.com\)](#); [Chester Britt](#); [Jason Jackson](#)
Subject: FW: Division 20 Portal Widening and Turnback Facility Project & Arts District Station
Date: Tuesday, November 14, 2017 8:44:27 AM
Attachments: [image001.png](#)

Good morning,

Below is an emailed comment from Andrea Knowles, Dual General Manager, Los Angeles L.A. Live Courtyard & Residence Inn.

Best,
Andrina

From: Liban, Emmanuel
Sent: Tuesday, November 14, 2017 6:04 AM
To: Dominguez, Andrina; Harrington, Christina
Cc: Liban, Emmanuel
Subject: Fwd: Division 20 Portal Widening and Turnback Facility Project & Arts District Station

FYI.

—

Cris B. Liban, D.Env., P.E., ENV SP

Fellow, American Society of Civil Engineers

LA Metro

Executive Officer, Environmental Compliance and Sustainability

Program Management

[213.922.2471](tel:213.922.2471) W

[213.792.5777](tel:213.792.5777) C

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Metro provides excellence in service and support.

Begin forwarded message:

From: "Knowles, Andrea" <Andrea.Knowles@marriott.com>
Date: November 13, 2017 at 15:31:51 PST
To: "libane@metro.net" <libane@metro.net>
Subject: **Division 20 Portal Widening and Turnback Facility Project & Arts District Station**

Dear Mr. Liban,

I'd like to voice my support of the following letter. I appreciate your consideration.

November 9, 2017 Cris B. Liban
Executive Officer, Environmental Compliance and Sustainability
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: Division 20 Portal Widening and Turnback Facility Project & Arts District Station

Dear Mr. Liban,

Established in 1924, Central City Association (CCA) is committed to advancing policies that enhance Downtown Los Angeles' vibrancy and increase investment in the region. CCA represents more than 400 businesses, trade associations, and nonprofit organizations, and our members depend on a robust and reliable transportation network to effectively serve Downtown residents, workers, and visitors.

We believe that the Division 20 Portal Widening and Turnback Facility Project can significantly improve the transit experience in Downtown and beyond, but we have several concerns and recommendations we feel need to be more fully addressed before we can support Metro's proposal. We have outlined those concerns below, along with suggestions for how these issues might be resolved.

Arts District Red Line Station

Chief among our concerns is that there is still no explicit planning for an Arts District Red Line station at 6th Street, despite repeated requests from the Downtown community and guidance from the Metro Board to study this option.

Downtown represents just 1 percent of the city's land area but will accommodate 20 percent of its population growth through the year 2040, or approximately 125,000 new residents, along with 55,000 new jobs. Much of that growth will be located in and around the Arts District, where development opportunities are still abundant. Numerous other changes, most notably the revitalization of the LA River, reconstruction of the 6th Street Bridge, and the development of the 6th Street PARC will all create additional demand that cannot and will not be adequately served by personal automobiles—a river-adjacent heavy rail station must be a priority in order to serve these future users.

An Arts District Station will not only help mitigate the potential environmental impacts of these and many other projects, it will also support less car-dependent housing and commercial development in the

years to come. Failing to build this station will promote higher levels of parking construction, compounding the visual blight and decreased walkability created by an expanded rail yard. We understand that Metro believes it must keep its planning for the Division 20 improvements separate from the Arts District Station, but we are deeply concerned that this is leading to a de-emphasis on the rail station component. This concern was reinforced at our October 12th Transportation, Infrastructure, and Environment Committee meeting, where the Arts District Station was not even mentioned as a part of the formal presentation. A 6th Street Station cannot become simply a “nice to have” amenity: It is an essential component of the vision for a walkable, accessible Downtown, and a connected Downtown is essential for a successful city and region.

To resolve this, CCA believes that Metro must include the Arts District 6th Street Station in the next draft of its Long Range Transportation Plan, and should more explicitly incorporate station design into its portal widening and turnback facility planning.

Connections between the Arts District and the LA River

We are also very concerned with Metro’s plans to design storage and turnback tracks as an open-air facility, creating a harsh and uninviting barrier between the Arts District and the LA River. Between the 101 Freeway and 4th Street, this barrier would stretch between 500 and 1,000 feet for nearly a full mile. This is not a design choice worthy of a 21st century global city, nor is it aligned with the goals of creating an accessible, beautiful, and welcoming LA River. The portal widening and turnback facility planning, as well as Arts District Station planning, should include a detailed analysis of opportunities for decking and development above the proposed track locations, and other opportunities for improving accessibility between the neighborhood and the river. This might include parks and open space, transportation connections, housing, commercial development, or cultural and educational institutions, among other possible uses.

This analysis should include not just the costs of such development, but also potential revenues. The Hudson Yards development in New York and Millennium Park in Chicago are both examples of world-class design replacing railyard blight, bringing incredible economic success in their wake. Metro will benefit from designing to accommodate these uses now, rather than trying to retrofit facilities in the years to come at much greater cost and risk of service disruption.

Metro has raised homeland security concerns as a potential obstacle to the development of parks, housing, or other uses above railway tracks, but we strongly believe that this is not a valid excuse for moving forward with an unwelcoming design. There is nothing unique about this site that would attract disproportionate attention compared to other Metro sites, and Metro itself has successfully argued against similar concerns raised by the Beverly Hills Unified School District lawsuit of the Purple Line. Examples in other cities confirm this, and it is not the desire of CCA or Metro riders that we should adopt customer-unfriendly security policies that mirror the TSA experience at our nation’s airports.

Conclusion

By explicitly incorporating the Arts District Red Line Station and planning for welcoming, walkable connections between the Arts District and the LA River, Metro can reduce environmental and quality of life impacts while improving accessibility for residents, workers, and visitors to the area. We believe these changes are essential to delivering the world-class facilities that Los Angeles deserves, and that they appropriately recognize the unprecedented investment occurring in and along the LA River. We hope that you will be able to adopt these revisions and we look forward to working with Metro to advance this important regional project.

Sincerely,

Jessica Lall

President & CEO, Central City Association of Los Angeles

Andrea Knowles

Dual General Manager

T 213.254-4971 | M 213-222-5365

andrea.knowles@marriott.com

LOS ANGELES L.A. LIVE

COURTYARD & RESIDENCE INN

901 W Olympic Blvd
Los Angeles, CA 90015

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November 16, 2017

Cris B. Liban, Executive Officer, Environmental Compliance and Sustainability
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-16-9
Los Angeles, CA 90012

Re: Comments on Division 20 Portal Widening and Turnback Facility Project, Scoping comments request Arts District/Sixth Street Station

We are writing on behalf of the Los Angeles County Business Federation (BizFed) to reiterate our support for the construction of a new Arts District/Sixth Street station, and to urge Metro to move forward with the portal widening for Division 20. BizFed is a grassroots alliance of more than 160 top business groups representing 325,000 employers with 3 million employees and their families throughout Los Angeles County. For years, we have been a strong partner with Metro on Measure R (2008), Measure J (2012) and Measure M (2016).

BizFed has been on record multiple times urging Metro to study additional options for turn-back facilities to accommodate an Arts District/Sixth Street Station. Though we are pleased to see the progress made in a new turnback design that would link more clearly, we are still disappointed that there is nothing definitive from Metro committing to a physical passenger station.

With the upcoming Short Range & Long Range Transportation Plans coupled with the work that has progressed on Enhanced Infrastructure Financing Districts, the window of opportunity is here for Metro to make that commitment in order to leverage the private sector in the district to fund this station as coupling of the new development that is taking place in the area. An Arts District/Sixth Street station will enable the community to build more affordable housing stock by reducing the parking footprint needed for new housing development and transform this post-industrial location into one of the premiere transit-oriented communities in the region if a station is located at the Sixth Street Bridge area. Appropriate linkages with pedestrians, cyclists and bus riders will transform the Arts District/Sixth Station as a holistic transportation gateway to East Los Angeles and regionally with the rest of the Metro system coupling all great investments Metro will make under Measure M.

BizFed looks forward to continuing to work with Metro to ensure that an Arts District/Sixth Street Station, supported by many stakeholders, is included as part of the Metro Purple Line completion and for consideration in the upcoming

- BizFed's Member Alliance**
- AIA - Los Angeles
 - Alhambra Chamber
 - American Beverage Association
 - American Hotel & Lodging Association
 - Antelope Valley Board of Trade
 - Apartment Association, California Southern Cities
 - Apartment Association of Greater Los Angeles
 - Arcadia Association of Realtors
 - Asian American Business Women Association
 - Asian Business Association
 - Association of Independent Commercial Producers
 - Azusa Chamber
 - Beverly Hills Chamber
 - Beverly Hills / Greater LA Association of Realtors
 - BNASCCESS
 - Burbank Association of Realtors
 - Building Industry Association, LA / Ventura Counties
 - Building Owners & Managers Association, Greater LA
 - Business & Industry Council for Emergency Planning & Preparedness
 - CalAsian Chamber
 - California Apartment Association, Los Angeles
 - California Asphalt Pavement Association
 - California Business Roundtable
 - California Cannabis Industry Association
 - California Construction Industry and Materials Association
 - California Contract Cities Association
 - California Employers Association
 - California Fashion Association
 - California Grocers Association
 - California Hotel & Lodging Association
 - California Independent Oil Marketers
 - California Independent Petroleum Association
 - California Life Sciences Association
 - California Metals Coalition
 - California Restaurant Association
 - California Small Business Alliance
 - California Sporting League
 - California Trucking Association
 - CALInnovates
 - Carson Chamber of Commerce
 - Carson Dominguez Employers Alliance
 - CDC Small Business Finance
 - Central City Association
 - Cerritos Chamber
 - Citrus Valley Association of Realtors
 - Construction Industry Air and Water Quality Coalitions
 - Consumer Healthcare Products Association
 - Council on Trade and Investment for Filipino Americans
 - Culver City Chamber
 - Downtown Long Beach Alliance
 - Downey Association of Realtors
 - El Monte/South El Monte Chamber
 - Employers Group
 - Engineering Contractor's Association
 - F.A.S.T.-Fixing Angelinos Stuck In Traffic
 - FilmLA
 - Foreign Trade Association
 - FuturePorts
 - Gateway to LA
 - Glendale Association of Realtors
 - Glendale Chamber
 - Glendora Chamber
 - Greater Antelope Valley AOR
 - Greater Lakewood Chamber
 - Greater Los Angeles African American Chamber
 - Greater Los Angeles New Car Dealers Association
 - Harbor Association of Industry and Commerce
 - Harbor Trucking Association
 - Hollywood Chamber
 - Hospital Association of Southern California
 - Hotel Association of Los Angeles
 - Industry Manufacturers Council
 - International Warehouse Logistics Association
 - Inglewood Airport Area Chamber
 - Investing in Place
 - Irwindale Chamber
 - Japan Business Association of Southern California
 - LA Canada Filmridge Chamber
 - LA Media Lab
 - LAX Coastal Area Chamber
 - Leadership for Urban Renewal Network
 - League of California Cities
 - Local Search Association
 - Long Beach Area Chamber
 - Los Angeles Area Chamber
 - Los Angeles Black M&A Association
 - Los Angeles Cleantech Incubator
 - Los Angeles County Bicycle Coalition
 - Los Angeles County Boards of Real Estate
 - Los Angeles County Consumer Affairs
 - Los Angeles County Waste Management Association
 - Los Angeles Gateway Chamber of Commerce
 - Los Angeles Latino Chamber
 - Los Angeles Parking Association
 - Los Angeles Urban League
 - Maple Business Council
 - Motion Picture Association of America
 - MoveLA
 - NAIFA - OC
 - NAIOP Southern California Chapter
 - National Association of Tobacco Outlets
 - National Association of Women Business Owners
 - National Association of Women Business Owners, LA
 - National Hispanic Medical Association
 - Pacific Merchant Shipping Association
 - Pacific Palisades Chamber
 - Panorama City Chamber
 - Pasadena Chamber
 - Pasadena-Foothills Association of Realtors
 - PHRMA
 - Planned Parenthood Southern California Affiliates
 - Pomona Chamber
 - Rancho Southeast Association of Realtors
 - Recording Industry Association of America
 - Regional Black - San Fernando Valley Chamber
 - Regional San Gabriel Valley Chamber
 - Rosemead Chamber
 - Rotary Club of Los Angeles
 - San Gabriel Chamber
 - San Gabriel Valley Civic Alliance
 - San Gabriel Valley Economic Partnership
 - Santa Clarita Valley Chamber
 - Santa Clarita Valley Economic Development Corp.
 - San Pedro Peninsula Chamber
 - Santa Monica Chamber
 - Santa Monica Luner Chamber
 - SCALE LA
 - South Bay Association of Chambers
 - South Bay Association of Realtors
 - Southern California Contractors Association
 - Southern California Golf Association
 - Southern California Grantmakers
 - Southern California Minority Supplier Development Council Inc.
 - Southern California Water Committee
 - Southland Regional Association of Realtors
 - Torrance Area Chamber
 - Town Hall Los Angeles
 - Tri-Counties Association of Realtors
 - United Chambers San Fernando Valley
 - United States-Mexico Chamber
 - Unmanned Autonomous Vehicle Systems Association
 - Valley Economic Alliance
 - Valley Economic Development Corp.
 - Valley Industry & Commerce Association
 - Vernon Chamber
 - Vietnamese American Chamber
 - Warner Center Association
 - West Hollywood Chamber
 - West Los Angeles Chamber
 - West San Gabriel Valley Association
 - West Valley/Warner Center Chamber
 - Western Manufactured Housing Association
 - Western States Petroleum Association
 - Westside Council of Chambers
 - Westwood Village Rotary Club
 - Wilmington Chamber
 - World Trade Center
 - Young Professionals in Energy - LA Chapter

Long Range Transportation Plan in order to successfully leverage and partner with private funding sources. Thank you for allowing our input on this matter. Should you have any questions, please contact Jerard Wright, BizFed Policy Manager, at (323) 919-9424.

Sincerely,



Mike Lewis
BizFed Chair
Senior VP,
Construction Industry
Water/Air Quality Coalitions



David Fleming
BizFed Founding Chair



Tracy Hernandez
BizFed Founding CEO
Impower, Inc.

CC: Metro Board of Directors
Metro CEO, Phil Washington



LOS ANGELES AREA
CHAMBER OF COMMERCE

November 16, 2017

Cris B. Liban
Executive Officer, Environmental Compliance and Sustainability
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012

RE: Division 20 Portal Widening and Turnback Facility Project & Arts District Station

Dear Mr. Liban:

On behalf of the Los Angeles Area Chamber of Commerce, our 1,650 members and the more than 650,000 people they employ throughout the region, I am writing to provide comments on the scope of the Draft EIR for the Division 20 Portal Widening and Turnback Facility Project.

We believe it is important that the Metro staff include an Arts District Purple/Red line station at 6th Street in its Short Range Transportation Plan (SRTP) and Long Range Transportation Plan (LRTP) and study a Station as environmental mitigation for the storage and turnback facility. The Arts District is one of the most rapidly growing areas of Los Angeles. There are currently over twenty development projects under construction in the Arts District, it is excellent example of the city's commitment to in-fill development. Concentrated development activity in the area highlights the importance of studying a transit station for the Purple and Red Lines at 6th Street in the Arts District.

Including a study of a Station as part of the draft EIR will better demonstrate the ability for housing and transit to be delivered in concert with one another to reduce reliance on single occupancy vehicles and increase transportation choice. It will provide future residents with better access to transit, bike and pedestrian-friendly environments to commute to jobs and entertainment options. Given Mayor Garcetti's goal to locate 275,000 housing units within a quarter mile of a transit stop in the next two decades, it would be a missed opportunity if a station at 6th Street in the Arts District was not included in the study. In addition to Downtown LA and Arts District being one of the fastest growing areas in Los Angeles, it is also where Angelenos envision new housing development that would be at the necessary scale to meet the Mayor's housing goals.

Thank you for your consideration of our comments. Should you have any questions, please contact Kendal Asuncion at kasuncion@lachamber.com or (213) 580-7518.

Sincerely,

Gary Toebben
President & CEO

LPlus

inspire & advance LA's positive urban* future

November 8, 2017

Cris B. Liban

Executive Officer, Environmental Compliance and Sustainability Los Angeles County
Metropolitan Transportation Authority One Gateway Plaza
Los Angeles, CA 90012

Re: Division 20 Portal Widening and Turnback Facility Project & Arts District Station

Dear Mr. Liban,

I am writing to you on behalf of LPlus to provide comments on the scope of the Draft EIR for its Division 20 Portal Widening and Turnback Facility Project.

LPlus advances and inspires Los Angeles's positive urban future. We focus on good land use policies and plans that can help the region. We support transit expansion and the synergies between transit and residential and commercial development.

We urge Metro to take this project as an opportunity to accelerate planning for an Arts District Purple/Red line Station at 6th Street in its Short Range Transportation Plan (SRTP) and Long Range Transportation Plan (LRTP). Metro study a Station at this location as environmental mitigation for the storage and turnback facility.

The Arts District is one of the most rapidly growing areas of Los Angeles, with over twenty development projects in the Arts District under construction, entitled or in the entitlement process, including 670 Mesquit, 6AM, Row DTLA, 520 Mateo Street, the Ford Motor Factory Building, 950 E. 3rd Street, At Mateo, and many others. A Metro Red/Purple Line station at 6th Street is essential to connect this growing community to the regional transportation system through Union Station and to advance Metro's goals for transit oriented communities.

If these residents and businesses are not connected to Metro rail, there are likely to be more vehicle trips, air pollution and greenhouse gas emissions. Without a station, it will also be harder for policy makers to justify lowering parking requirements and for developers to include less parking in new project, leading to wasted space, a less walkable community, and more expensive rents.

Linking planning for a new station in the Arts District to planning and mitigation of the portal widening and turn back project is also a chance for Metro to be proactive and nimble in advancing its goals of promoting sustainability and increasing ridership. A new Arts District station at Sixth Street would cost-efficient. The Red/Purple Line tracks currently exist, and studies conducted by Metro put the cost of a new revenue station at \$90 million.

!

Thanks for considering our views. We look forward to the continued expansion and greening of Metro.

!

!

A handwritten signature in black ink, appearing to read 'Mark Vallianatos'. The signature is fluid and cursive, with a long horizontal stroke at the end. There are three exclamation marks placed above the signature: one above the first peak, one above the second peak, and one at the end of the horizontal stroke.

!

Mark Vallianatos
Director, LAplus



Little Tokyo Community Council
106 ½ Judge John Aiso Street, Suite 172
Los Angeles, CA 90012
213.293.5822 | info@littletokyola.org

November 17th, 2017

Cris B. Liban, Executive Officer, Environmental Compliance and Sustainability
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-16-9
Los Angeles, CA 90012

RE: Division 20 Portal Widening and Turnback Facility Notice of Preparation Public Comment

Dear Cris B. Liban,

We are writing on behalf of the Little Tokyo Community Council in regards to the Notice of Preparation for the Division 20 Portal Widening and Turnback Facility. The Little Tokyo Community Council is the 501(c)(3) community coalition of businesses, residents, cultural, community, and religious institutions, and other vested stakeholders in the Little Tokyo community. Although this project is not located within the core of the Little Tokyo neighborhood, it is very close and in some cases adjacent to historic, legacy institutions that have been part of the Little Tokyo community for generations.

We have concerns regarding the potential impact or interference with the West Santa Ana Branch alternative route LTCC proposed in its comment letter earlier this year regarding the use of Center Street instead of Vignes to avoid negative impact on traffic and construction nuisances to nearby cultural institutions and legacy businesses namely Upper Crust (411 Center Street), Fukui Mortuary (707 East Temple Street), and Nishi Hongwanji Buddhist Temple (815 East 1st street).

More information regarding the proposed expansion of footprint of the storage tracks are needed. For example, will the proposed storage tracks require any narrowing of streets or sidewalks? We are concerned that the proposed storage tracks particularly near Jackson Street could negatively impact a long time family owned business (Upper Crust). We would prefer for the development to be limited to the property parcel lines to minimize the traffic impact to nearby establishments.

We ask that the EIR include information regarding future West Santa Ana Branch, California High Speed Rail and the Metro ESOS project (and any other relevant projects in the vicinity) in the cumulative impacts analysis in areas not limited to aesthetics, cultural resources, land use and planning, noise, green house gas emissions, and transportation/traffic. We want to ensure that all environmental impacts, especially traffic, noise, and cultural resources are mitigated thoroughly and damage is minimized. Little Tokyo has been enduring the impacts of multiple major projects over the last 4 years and will continue to see large public and private developments in the following years.

More specifically regarding green house gas emissions, we support a haul route proposal, further down the line when construction plans begin, to avoid Jackson Street, Temple Street, and 1st as much as possible to minimize the negative impact to our long time family businesses and establishments. Additionally, the daily access of delivery and pick up on Upper Crust's property by large freight trucks is needed for their business viability. We therefore ask that Metro avoid street closures on Center Street and Ducommon Street.

The Little Tokyo Community Council is a nonprofit 501(c)(3) community coalition representing the interests of Little Tokyo, with membership from businesses, residents, community organizations, religious institutions, and other vested stakeholders in the Little Tokyo community.



Little Tokyo Community Council
106 ½ Judge John Aiso Street, Suite 172
Los Angeles, CA 90012
213.293.5822 | info@littletokyola.org

Thank you for your time and consideration. We look forward to hearing back regarding the inclusion of the public's comments. Any questions you may have can be directed to myself, Kristin Fukushima, at kristin@littletokyola.org or (562) 895-3295.

Sincerely,

A handwritten signature in black ink, appearing to be 'KF' followed by a horizontal line.

Kristin Fukushima
Managing Director



LITTLE TOKYO SERVICE CENTER

Positive Change for People and Places

231 E. Third Street, Suite G106, Los Angeles, CA 90013

Tel: 213.473.3030 | Fax: 213.473.3031 | www.LTSC.org

Cris B. Liban, Executive Officer, Environmental Compliance and Sustainability

Los Angeles County Metropolitan Transportation Authority

November 17, 2017

RE: Division 20 Portal Widening and Turnback Facility Notice of Preparation Public Comment

Dear Cris B. Liban,

I am writing on behalf of Little Tokyo Service Center (LTSC) in regards to the Notice of Preparation for the Division 20 Portal Widening and Turnback Facility. LTSC has been part of Little Tokyo for over 35 years. As an affordable housing developer and service provider, we strongly value development projects that take the extra measure to minimize damage to the existing community as it works towards creating a project that aims to benefit the broader community.

We support the comments submitted by the Little Tokyo Community Council as well as Upper Crust. We ask that the Division 20 project not interfere with the West Santa Ana Branch alternative route that LTCC proposed in its comment letter earlier this year regarding the use of Center Street instead of Vignes. This proposal came about as a way to avoid negative impact on traffic and construction nuisances to nearby legacy cultural institutions and family owned businesses; namely Upper Crust (411 Center Street), Fukui Mortuary (707 East Temple Street), and Nishi Hongwanji Buddhist Temple (815 East 1st street).

More information regarding the proposed expansion of the footprint of the storage tracks are needed. We ask that the proposed storage tracks not require any narrowing of streets or sidewalks, particularly near Jackson Street, to not negatively impact a long time family owned business (Upper Crust). We would prefer for the development to be limited to the property parcel lines to minimize the traffic impact to nearby establishments.

We ask that the EIR include information regarding future West Santa Ana Branch, California High Speed Rail and the Metro ESOS project (and any other relevant projects in the vicinity) in the cumulative impacts analysis in areas not limited to aesthetics, cultural resources, land use and planning, noise, green house gas emissions, and transportation/traffic. We want to ensure that all environmental impacts, especially traffic, noise, and cultural resources are mitigated thoroughly and damage is minimized. Little Tokyo has been enduring the impacts of multiple major projects over the last 4 years and will continue to see large public and private developments in the following years.

Regarding green house gas emissions, we support a haul route proposal, further down the line when construction plans begin, to avoid Jackson Street, Temple Street, and 1st as much as possible to minimize the negative impact to our long time family businesses and establishments. Additionally, the daily access of delivery and pick up on Upper Crust's property by large freight trucks is needed for their business viability. We therefore ask that Metro avoid street closures on Center Street and Ducommon Street.

Thank you for your time and consideration. Any questions you may have can be directed to Rey Fukuda, rfukuda@ltsc.org or 213-473-1609. We look forward to hearing back regarding the inclusion of the public's comments.

Sincerely,

Dean Matsubayashi
Executive Director



RON MILLER
Executive Secretary

Los Angeles / Orange Counties Building and Construction Trades Council

Affiliated with the Building & Construction Trades Dept., AFL-CIO

1626 Beverly Boulevard
Los Angeles, CA 90026-5784
Phone (213) 483-4222
(714) 827-6791
Fax (213) 483-4419



November 16, 2017

Cris B. Liban
Executive Officer, Environmental Compliance and Sustainability Los Angeles County
Metropolitan Transportation Authority One Gateway Plaza
Los Angeles, CA 90012

Re: Division 20 Portal Widening and Turnback Facility Project & Arts District Station

Dear Mr. Liban,

I am writing to you on behalf of the Los Angeles/Orange Counties Building and Construction Trades Council to provide comments on the scope of the Draft EIR for its Division 20 Portal Widening and Turnback Facility Project.

Our organization represents more than 100,000 skilled men and women in 48 local unions and district councils in 14 Trades. We are committed ensuring our members have access to good careers in the construction industry with good wages, benefits, retirement security and safety on the job.

While we understand this project will play an important role in helping Metro to accommodate increased service levels on the Red/Purple Lines, we are concerned that it fails to acknowledge the impacts to the surrounding community. If Metro does not take a more holistic approach to planning in the Arts District, it could have a chilling effect on future development and job growth.

The Arts District is one of the most rapidly growing areas of Los Angeles, with over twenty development projects in the Arts District under construction, entitled or in the entitlement process, including 670 Mesquit, 6AM, Row DTLA, 520 Mateo Street, the Ford Motor Factory Building, 950 E. 3rd Street, At Mateo, and many others.

With the passage of Measure JJJ by LA voters last November, new construction projects will be required to hire local workers and pay prevailing wage. Measure JJJ would also require affordable units to be added to new residential buildings of 10 units or more. The inclusion of a Metro station at 6th Street will incentivize more developers to build in the Arts District, resulting in more good paying, local jobs in the construction trades for Angelenos.

Metro's plans to design storage and turnback tracks as an open-air facility create a significant barrier between the growing Downtown Arts District Community and the LA River. By not including a transit Station, the visual blight, noise, and impacts of storing train cars will be compounded in the Arts District and DTLA because of a lack of access to transit. It could require

new development projects to build hundreds of new parking spaces and result in many more daily trips by car.

For these reason, we believe it is important that Metro staff include an Arts District Purple/Red line Station at 6th Street in its Short Range Transportation Plan (SRTP) and Long Range Transportation Plan (LRTP) and study a Station as environmental mitigation for the storage and turnback facility.

Thank you very much for your time and consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Ron Miller', with a stylized, cursive script.

Ron Miller
Executive Secretary
Los Angeles/Orange Counties Building and Construction Trades Council

From: Dominguez, Andrina
To: [Sam Silverman](#); [Derek Hung](#); [Stacey Falcioni](#); [Chester Britt](#); [Jason Jackson](#)
Cc: [Cortez, Michael](#)
Subject: Fwd: Division 20 NOP Scoping Meeting
Date: Wednesday, October 25, 2017 7:38:04 AM

Below please find a public comment received by Cris this morning.

Andrina Dominguez, ENV SP

LA Metro

Environmental Specialist

Environmental Compliance and Sustainability

[213.418.3245](tel:213.418.3245) W (Gateway Headquarters)

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Begin forwarded message:

From: "Liban, Emmanuel" <LibanE@metro.net>
Date: October 25, 2017 at 2:45:57 AM PDT
To: "Dominguez, Andrina" <DominguezAn@metro.net>
Cc: "Liban, Emmanuel" <LibanE@metro.net>
Subject: Fwd: Division 20 NOP Scoping Meeting

FYI

—

Cris B. Liban, D.Env., P.E., ENV SP

Fellow, American Society of Civil Engineers

LA Metro

Executive Officer, Environmental Compliance and Sustainability

Program Management

[213.922.2471](tel:213.922.2471) W

[213.792.5777](tel:213.792.5777) C

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Begin forwarded message:

From: Michael Hayes <michael@michaelhayes.la>
Date: October 24, 2017 at 23:45:32 EDT
To: "Dr. Cris B. Liban" <libane@metro.net>
Subject: Division 20 NOP Scoping Meeting

Hello Cris,

I'm truly thankful that Metro is preparing to improve operational efficiency for both red and purple lines. I'm very much looking forward to reduced headways for both lines as a daily rider coming in from MacArthur Park BUT the bulk of my excitement about this project comes from the potential to put decking over the yards and creating a massive TOD for a completely urban center within such close proximity to so many jobs and homes.

An efficient use of that space would include a station stop or two in the arts district that would increase ridership and usefulness of mass transit in the transit poor neighborhood. If metro could retain air rights or land, the eventual development atop could both subsidize metro's operation and continue to bolster ridership.

In my opinion, it does not make sense to invest in infrastructural improvements without including practical use for riders from NoHo to the VA. Please add station stops in the Arts District and promote a truly urban transit oriented development as a demonstration of how Los Angeles must grow sustainably and appropriately with mass transit.

Thank you,

--

Michael Hayes

951.704.6849

michaelhayes.la

From: Dominguez, Andrina
To: [Derek Hung](#); [Sam Silverman](#); [Stacey Falcioni](#); [Chester Britt](#); [Jason Jackson](#)
Subject: Fwd: Division 20 Portal Widening comments
Date: Tuesday, November 21, 2017 11:18:32 AM

Andrina Dominguez, ENV SP
LA Metro
Environmental Specialist
Environmental Compliance and Sustainability
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From: Liban, Emmanuel
Sent: Friday, November 17, 2017 5:30:10 PM
To: Harrington, Christina; Dominguez, Andrina
Cc: Liban, Emmanuel
Subject: Fwd: Division 20 Portal Widening comments

FYI...

—
Cris B. Liban, D.Env., P.E., ENV SP
Fellow, American Society of Civil Engineers
LA Metro
Executive Officer, Environmental Compliance and Sustainability
Program Management
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Begin forwarded message:

From: Michael Lomeli <michael@amaysbakery.com>
Date: November 17, 2017 at 16:07:25 PST
To: "Liban, Emmanuel" <LibanE@metro.net>
Cc: "Cortez, Michael" <CortezMic@metro.net>
Subject: Division 20 Portal Widening comments

Dear Cris Liban and/or Michael Cortez at Division 20 Portal Widening:

We have been operating a food manufacturing factory at our location on 837

E Commercial Street, Los Angeles, CA 90012 since the late 1980's. Unfortunately we were unable to attend the November 8, 2017 but because we are in very close proximity to the proposed project, specifically the portal widening section of the project, we have several concerns:

1. STREET CLOSURES

Will there be street closures? During our normal business hours between 8 a.m. and 4:30 p.m., we have many customers and vendors, many with large trucks and 53' trailers that need access to our location on Commercial Street for pick up and deliveries. Very frequently, a few of these 53' trucks will arrive at the same time and they will need to wait/line up on Commercial Street before they can be loaded or unloaded. We want to ensure that our street would continue to be able to accommodate this. Also, since we operate 24 hours per day seven days per week, our employees who start and end their shifts throughout the entire day, will need continued access to our location.

We are also concerned with losing street parking since that is the only option for many of our customers and employees.

Lastly, we would like to know if the Vignes Street on and off ramps to and from the 101 Freeway will have any closures due to the project? Since that is the closest access to and from the freeway from our business, we are concerned with the need for detours and resulting traffic delays.

2. NOISE/VIBRATIONS

Will there be any heavy equipment operating in close proximity to our business? Our concerns are noise and ground vibrations.

3. AIR QUALITY/POLLUTION

Air quality is also a big concern during and after construction of the proposed project. After the project is complete, will trains be parked and idling? We are concerned with the exhaust and pollution that will be blown towards our business.

4. USE OF SURROUNDING LAND/AESTHETICS

Again, because we are in very close proximity to the proposed project, we are also concerned with how the surrounding areas will be used and how they will look like after the project is complete. Will there be park-like areas incorporated?

5. QUESTION REGARDING AN UNMARKED PORTION

Based on the maps, it appears that there will be some unused space/land adjacent to the portal widening section (a triangle shaped piece of land that was not highlighted in pink) off of Commercial Street. Because of the very close proximity to our business, we would like to know what will this area be used for? Will it remain vacant? Will it be turned into parking? Also, will this area of property be possibly listed for sale? If so, we would be interested. If not, would your agency consider using that space to widen the street? Since that area is a cul-de-sac, due to traffic and the many large trucks that use this street, widening the street in that area would be a tremendous help to us and the area.

Thank you for allowing us the opportunity to voice our concerns and thoughts. We hope to hear from you.

Michael Lomeli
Amay's Bakery & Noodle Co., Inc.

Michael Lomeli
Amay's Bakery & Noodle Co., Inc.
T: 213.626.2713 ext 106



November 7, 2017

Cris B. Liban
Executive Officer, Environmental Compliance and Sustainability Los Angeles County Metropolitan Transportation
Authority One Gateway Plaza
Los Angeles, CA 90012

Re: Division 20 Portal Widening and Turnback Facility Project & Arts District Station

Dear Mr. Liban,

I am writing to you on behalf of the Onni Group to provide comments on the scope of the Draft EIR for its Division 20 Portal Widening and Turnback Facility Project.

For over half a century, Onni has been building communities for people to live, work, and play. Our success reflects our commitment to our employees and partners and our dedication to quality construction, innovation, sustainability, and customer satisfaction. Our expertise expands across North American cities such as Los Angeles, Seattle, Chicago, Phoenix, Toronto, and Vancouver.

We believe comprehensive, holistic mobility strategy is crucial for the Arts District. While we understand this project will play an important role in helping Metro to accommodate increased service levels on the Red/Purple Lines, we are concerned that it fails to acknowledge the impacts to the surrounding community and growing need in the Arts District for access to public transportation.

We have outlined our concerns in greater detail below, along with suggestions for how these issues might be resolved.

- 1. Growing need for Transit:** The Arts District is one of the most rapidly growing areas of Los Angeles, with over twenty development projects in the Arts District under construction, entitled or in the entitlement process, including 670 Mesquit, 6AM, Row DTLA, 520 Mateo Street, the Ford Motor Factory Building, 950 E. 3rd Street, At Mateo, and many others. A Metro Red/Purple Line station at 6th Street is essential to connect this growing community to the regional transportation system through Union Station.
- 2. Smart Growth:** To meet the region's demand for new housing and jobs in the most environmentally sustainable manner, the ideal growth pattern for Los Angeles County is one where higher density development is built within existing developed areas – infill development -- in conjunction with transit, in order to reduce dependence on less efficient travel modes such as use of single occupant vehicles (SOV) and increase opportunities to travel by train, bicycle, bus, and on foot.

For these reasons, we believe it is important that Metro staff include an Arts District Purple/Red line Station at 6th Street in its Short Range Transportation Plan (SRTP) and Long Range Transportation Plan (LRTP) and study a Station as environmental mitigation for the storage and turnback facility.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Spector".

Mark Spector
Senior Development Manager

From: Dominguez, Andrina
To: [Sam Silverman](#); [Derek Hung](#); [Stacey Falcioni](#); [Chester Britt](#); [Jason Jackson](#)
Subject: Fwd: Division 20 Portal Widening and Turnback Facility
Date: Tuesday, November 21, 2017 11:15:46 AM

Andrina Dominguez, ENV SP
LA Metro
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From: Liban, Emmanuel <libane@metro.net>
Sent: Sunday, November 19, 2017 10:29 AM
Subject: Fw: Division 20 Portal Widening and Turnback Facility
To: Dominguez, Andrina <dominguezan@metro.net>, Harrington, Christina <harringtonc@metro.net>
Cc: Liban, Emmanuel <libane@metro.net>

Cris B. Liban, D.Env., P.E., ENV SP
Fellow, American Society of Civil Engineers
Executive Officer, Environmental Compliance and Sustainability
Program Management
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From: Partho Kalyani <parthokalyani@gmail.com>
Sent: Friday, November 17, 2017 10:09 AM
To: Liban, Emmanuel
Subject: Division 20 Portal Widening and Turnback Facility

I am in full support of this project if it includes an Arts District Red/purple line station. This is a MUST. Be creative with financing, EIFD or Station-related development. This would be a missed opportunity otherwise. Thanks

Partho Kalyani
Board Member, West Los Angeles Sawtelle Neighborhood Council

Sent from my iPhone



October 31, 2017

Cris B. Liban

Executive Officer, Environmental Compliance and Sustainability Los Angeles County Metropolitan
Transportation Authority One Gateway Plaza
Los Angeles, CA 90012

Re: Division 20 Portal Widening and Turnback Facility Project & Arts District Station

Dear Mr. Liban,

I am writing to you on behalf of River LA to provide comments on the scope of the Draft EIR for its
Division 20 Portal Widening and Turnback Facility Project.

River LA, formerly the Los Angeles River Revitalization Corporation, is a nonprofit whose mission is to
ensure the 51-mile Los Angeles River integrates design and infrastructure to bring people, water and
nature together. We champion river-oriented policy and sustainable public spaces, while creating
innovative models for community benefit and participation.

We believe comprehensive, holistic mobility strategy is crucial for the Arts District. While we understand
this project will play an important role in helping Metro to accommodate increased service levels on the
Red/Purple Lines, we are concerned that it fails to acknowledge the impacts to the surrounding
community and growing need in the Arts District for access to public transportation.

We believe it is important that Metro staff include an Arts District Purple/Red line Station at 6th Street
in its Short Range Transportation Plan (SRTP) and Long Range Transportation Plan (LRTP) and study a
Station as environmental mitigation for the storage and turnback facility.

We have outlined our concerns in greater detail below, along with suggestions for how these issues
might be resolved.

1. Growing need for Transit

The Arts District is one of the most rapidly growing areas of Los Angeles, with over twenty
development projects in the Arts District under construction, entitled or in the entitlement
process, including 670 Mesquit, 6AM, Row DTLA, 520 Mateo Street, the Ford Motor Factory

Building, 950 E. 3rd Street, At Mateo, and many others. A Metro Red/Purple Line station at 6th Street is essential to connect this growing community to the regional transportation system through Union Station.

2. Environmental Concerns

Metro's plans to design storage and turnback tracks as an open-air facility create a significant barrier between the growing Downtown Arts District Community and the LA River. By not including a transit Station, the visual blight, noise, and impacts of storing train cars will be compounded in the Arts District and DTLA because of a lack of access to transit. It could require new development projects to build hundreds of new parking spaces and result in many more daily trips by car.

3. Innovation Zones and New Technology

A Station could connect university students and workers from around the region to the new Boyle Heights Innovation District on the other side of the LA River and help facilitate the goal of creating a destination that fosters innovation and attracts people whose purchasing power will help reshape and grow the area as the industries grow.

4. Active Transportation

The new Sixth Street Bridge will have separate bicycle and pedestrian lanes, the LA River and Metro are designing an in-channel bikeway, and the Southern California Association of Governments (SCAG) has just funded millions of dollars in new bike lanes, sidewalks and crosswalks in the area. It is the ideal time to create a transit station connecting these projects, and incentivizing regional travelers to arrive in the Arts District as pedestrians and cyclists.

5. Smart Growth

To meet the region's demand for new housing and jobs in the most environmentally sustainable manner, the ideal growth pattern for Los Angeles County is one where higher density development is built within existing developed areas – infill development -- in conjunction with transit, in order to reduce dependence on less efficient travel modes such as use of single occupant vehicles (SOV) and increase opportunities to travel by train, bicycle, bus, and on foot.

5. Connectivity

When the Purple Line is complete, a new station at Sixth Street would connect the Arts District with a one-seat ride to UCLA, the Museum District in mid-Wilshire, the Civic Center/Music Center/Grand Park, the Italian American Museum and LA Plaza Latino American Museum at Olvera Street and DTLA. When the Regional Connector is complete, travelers could also go by rail from the Arts District to the Music Center, Broad Museum, Colburn School, USC, and the Exposition Park Museum District of the California African-American Museum, the Museum of Natural History and the California Science Center.

6. Good Transportation Planning

A new Arts District station at Sixth Street is cost-efficient. The Red/Purple Line tracks currently exist, and studies conducted by Metro put the cost of a new revenue station at \$90 million.

Please take our thoughts and concerns into consideration.

Sincerely,

Jon Switalski
Director of External Affairs



SOUTH PARK
THE PLACE TO BE

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WALLIS LOCKE
Director of Communications
& Policy

LARONNIA JUPITER
Marketing Coordinator

November 14, 2017

Cris B. Liban
Executive Officer, Environmental Compliance and Sustainability Los Angeles
County Metropolitan Transportation Authority One Gateway Plaza
Los Angeles, CA 90012

Re: Division 20 Portal Widening and Turnback Facility Project & Arts District
Station

Dear Mr. Liban,

I am writing to you on behalf of the South Park Business Improvement District to provide comments on the scope of the Draft EIR for its Division 20 Portal Widening and Turnback Facility Project.

The SPBID represents the 52-square block neighborhood of Downtown Los Angeles (DTLA) that includes the L.A. LIVE Campus, made up of STAPLES Center, Microsoft Theater and the Los Angeles Convention Center. In addition to being the home of the City's sports and entertainment district, South Park is also DTLA's fastest growing residential neighborhood, with a population that is expected to triple by 2019 to over 20,000 residents.

We believe a comprehensive, holistic mobility strategy is crucial for the Downtown Los Angeles. While we understand this project will play an important role in helping Metro to accommodate increased service levels on the Red/Purple Lines, we are concerned that it fails to acknowledge the impacts to the surrounding community and growing need in the Arts District for access to public transportation.

We believe it is important that Metro staff include an Arts District Purple/Red line Station at 6th Street in its Short Range Transportation Plan (SRTP) and Long Range Transportation Plan (LRTP) and study a Station as environmental mitigation for the storage and turnback facility.

We have outlined our reasons for supporting a new Red/Purple line Station at 6th Street below:



1. DTLA is the Growth Center of the Region

DTLA is one of the most rapidly growing areas of Los Angeles, with over twenty development projects in the Arts District alone under construction, entitled or in the entitlement process, including 670 Mesquit, 6AM, Row DTLA, 520 Mateo Street, the Ford Motor Factory Building, 950 E. 3rd Street, At Mateo, and many others. A Metro Red/Purple Line station at 6th Street is essential to connect this growing community to the regional transportation system through Union Station.

5. Smart Growth

To meet the region's demand for new housing and jobs in the most environmentally sustainable manner, the ideal growth pattern for Los Angeles County is one where higher density development is built within existing developed areas – infill development -- in conjunction with transit, in order to reduce dependence on less efficient travel modes such as use of single occupant vehicles (SOV) and increase opportunities to travel by train, bicycle, bus, and on foot. A station at 6th Street would allow more density to be built in the region's core and allow more of those new residents to realistically use transit to meet their daily mobility needs.

5. Connectivity

As Metro builds out its rail system across the county, the key to making the system effective will be the connections in the middle of the system. Building the 6th Street station would tie the Arts District into the regional transit system and allow easy connections between the district and many of the region's most popular destinations.

6. Cost Efficiency

A new Arts District station at Sixth Street is cost-efficient. The Red/Purple Line tracks currently exist, and studies conducted by Metro put the cost of a new revenue station at \$90 million – a bargain compared to building a new station from scratch.

Sincerely,

Ellen Riotto
Executive Director
South Park Business Improvement District

From: Dominguez, Andrina
To: [Derek Hung](#); [Sam Silverman](#); [Stacey Falcioni](#); [Chester Britt](#); [Jason Jackson](#)
Subject: Fwd: Division 20 deadline for feedback
Date: Tuesday, November 21, 2017 11:17:47 AM

Andrina Dominguez, ENV SP
LA Metro
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From: Liban, Emmanuel
Sent: Sunday, November 19, 2017 10:21:40 AM
To: Dominguez, Andrina; Harrington, Christina
Cc: Liban, Emmanuel
Subject: Fw: Division 20 deadline for feedback

fyi.

Cris B. Liban, D.Env., P.E., ENV SP
Fellow, American Society of Civil Engineers
Executive Officer, Environmental Compliance and Sustainability
Program Management
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From: Yuval Bar-Zemer <yuval@linear-city.com>
Sent: Friday, November 17, 2017 9:22 PM
To: Liban, Emmanuel
Cc: Laura Velkei; Hilary Norton; Dori Keller; Alan Kumamoto; Gabrielle Newmark; Mark Borman
Subject: Division 20 deadline for feedback

Cris B. Liban, Executive Officer, Environmental Compliance and Sustainability
Los Angeles County Metropolitan Transportation Authority

One Gateway Plaza, Mail Stop 99-16-9
Los Angeles, CA 90012

To whom it may concern,

I would like to register my objection to the proposed aggressive expansion and private land taking in the arts District by Metro.

Expanding the metro related facilities along center street should not be permitted as it has a significant impact on the arts District community.

The Arts District has been the hub of creativity and Innovation that has evolved over the past 40 and became one of the most desirable communities both for business residents and the creative world. This project will eliminate/decimate the potential adaptive reuse of the main North South arteries in the arts district that connects us to Union station and the adjacent neighborhoods of china Town, Solano canyon and Victor heights. Allowing the expansion of the Metro facilities to border center street is contrary to any reasonable forward-looking land use program and will set back the clock to a time that the area was considered a derelict Industrial area.

The Arts District should have never been considered as the place for the Maintenance of Way 20 and the lack of proper planning that is now necessitating storing cars on more property in the arts District further augments the original mistake of placing the MOW in the arts District.

We recognize that the purple line extension is a very important project for the City of Los Angeles and we are whole heartedly supporting it but not on the expense of creating such destruction.

To place this aggregates effort in context, here is some History:

On **September 16, 2014**, I sent a note to Martha Welbourne (At the time, the Director of Planning and Construction at Metro) on behalf of the arts District Community, reflecting our dismay on the revealed plans of locating the MOW 20 right next to the 6th Street bridge, the heart of the Arts District and the future location of the 6h Street viaduct, a \$500M project of the city.

After a series of meetings in which we discovered that the EIR that included this alternative was never circulated in the Arts District, we have offered our help to find an alternative location for MOW 20 that would be less disruptive to the community.

Martha Welbourne and David Meager (project manager) agreed that the decision did not make much sense considering how they now see the Arts District but claimed that at the time that the EIR was conducted there was not much activity in the arts District. Nevertheless, they would be open to examine alternatives.

After carefully mapping the area, it was clear to me that the MOW can be located in the site of the National Cold storage along Center Street which will reduce the distance from Union station and would eliminate to build a maintenance yard in the heart of the arts District.

When we proposed this to Metro, the first response we received was that the site configuration is different and the team does not believe it will work for the MOW.

So After I borrowed the CAD files for the schematic design of MOW, I have broken it into its programmatic pieces and placed it on the alternative site without an effort (one weekend of design)

When the Metro team was show the solution, they change their answer to “yes, it can fit, but our Real estate people checked with the owner and they would not sell the land to metro. Furthermore, they cannot eminent domain as the parcel was not considered as an alternative in the EIR.

So, I volunteered to see what we can do on the private sector to help bring this transaction to the table. Metro responded that if we can arrange for the Land to be willingly given to Metro, they will be able to make this change.

So on my own initiative, I have flown to NY to meet with the owner of the land 9Geefrey Goldberger from Atlas Capital) and convinced him to agree to a land swap between his parcel and the Parcel next to the 6th Street bridge.

I have informed David meager of the success of my effort and a meeting between Jerry Newman (Atlas legal counsel) and Cal Hollis at Metro Real Estate was scheduled for the following week to get the agreement papered.

A number of weeks went by until I heard from Mr Goldberger that metro is not going to move ahead with the land swap.

The explanation the community received from Metro was that due to previous challenges by neighbors along the proposed purple line, metro will not take the chance on changing the EIR. Or moving the station to a location that was not studied by the EIR.

So here we are today, with a hole in the ground next to the 6th Street Bridge and suddenly Metro needs this exact same property to store the purple line cars! (As if this count suddenly changes in the past 3 years).

So we are sorry, We will not support an ill-conceived idea that is based on a mistake that is damaging the heart of the Arts District.

We will fight tooth and nail to preserve the beautiful and unique Urban environment that we have collectively created.

Allowing this expansion takes away a long façade along center street and creates a significant larger barrier between the people of Los Angeles and the LA River.

As always, we are happy to engage in a dialogue that respects the needs of the city at large from a transportation perspective and the community unique character and its assets.

The proposal was dropped in our lap with no dialogue and reflects the easiest and cheapest way for metro staff to solve a problem that they have created due to a lack or short-sightedness in their planning effort.

Thank you for your time and consideration.

Yuval Bar-Zemer

VP of Los Angeles River and Artist Association,

Board member of Arts District Community Council

4th VP of the Historic Cultural neighborhood Council,

Board member of ADLA (Arts District Business Improvement)

Board member of Friends of the Los Angeles River

Member of the DAC (Design advisory committee) for the 6th Street Viaduct

Board member of the Institute of Contemporary Art LA (located in the Arts District)

Board member of the Leonard Hill Charitable Trust (The donor of major funding for the construction of the Art Plaza directly to the South of MOW20)



110 East 9th Street Suite A-1175 Los Angeles California 90079
tel: 213.488.1153 fax: 213.488.5159 info@fashiondistrict.org www.fashiondistrict.org

November 15, 2017

Cris B. Liban
Executive Officer, Environmental Compliance and Sustainability Los Angeles County Metropolitan
Transportation Authority One Gateway Plaza
Los Angeles, CA 90012

Re: Division 20 Portal Widening and Turnback Facility Project & Arts District Station

Dear Mr. Liban,

I am writing to you on behalf of the Fashion District Business Improvement District (BID) to provide comments on the scope of the Draft EIR for its Division 20 Portal Widening and Turnback Facility Project.

The LA Fashion District BID is a non-profit organization dedicated to making the community a clean, safe and friendly place to work, shop, do business and live. Launched in January, 1996, the LA Fashion District BID was the first property-based BID in Los Angeles and covers 100 blocks in downtown Los Angeles.

We were glad to see refinements to the Division 20 Project that will allow for the potential construction of a transit station at Sixth Street, however we are deeply concerned that these plans still do not include any explicit planning for a station. By not including a transit station, the visual blight, noise, and impacts of storing train cars will be compounded in DTLA because of a lack of access to transit. It could require new development projects to build hundreds of new parking spaces and result in many more daily trips by car.

The Fashion District is an economic engine that averages \$10 billion a year in annual business volume and employs almost 30,000 people. In the past three years, the District has experienced unprecedented growth and development, from new wholesale centers and retail storefronts to adaptive reuse residential projects.

Having adequate access to public transit is crucial to supporting to current and future growth of the district. Currently, the closest transit station for those coming to the Fashion District is across downtown, at 7th and Metro. Before we can get our growing number of workers and residents to get out of their cars, we need to provide better access to transit.

In addition, if the Fashion District is able to continue to grow, we will generate more sales tax for the county and more sales tax receipts for Metro's Measure M, increasing our ability to fund bus and rail lines as well as first and last mile linkages.

We see the Arts District/Sixth Street station as a key component of our mobility plan and are eager to work to establish connections from this station to and from the Fashion District. We ask that Metro staff include an Arts District Station at 6th Street in its Short-Range Transportation Plan (S RTP) and Long-



110 East 9th Street Suite A-1175 Los Angeles California 90079
tel: 213.488.1153 fax: 213.488.5159 info@fashiondistrict.org www.fashiondistrict.org

Range Transportation Plan (LRTP) and study a station as environmental mitigation for the storage and turnback facility.

Sincerely,

A handwritten signature in black ink that reads 'Rena Masten Leddy'.

Rena Masten Leddy
Executive Director



WARNER MUSIC GROUP

November 16, 2017

Cris B. Liban

Executive Officer, Environmental Compliance and Sustainability Los Angeles County Metropolitan
Transportation Authority One Gateway Plaza

Los Angeles, CA 90012

Re: Division 20 Portal Widening and Turnback Facility Project & Arts District Station

Dear Mr. Liban,

I am writing to you on behalf of Warner Music Group to provide comments on the scope of the Draft EIR for its Division 20 Portal Widening and Turnback Facility Project.

Warner Music Group is in the process of building out the "Ford Factory" (located at 777 S. Santa Fe) for the purpose of relocating more than 700 Los Angeles area employees from both Burbank, and West LA.

We believe comprehensive, holistic mobility strategy is crucial for the Arts District. While we understand this project will play an important role in helping Metro to accommodate increased service levels on the Red/Purple Lines, we are concerned that it fails to acknowledge the impacts to the surrounding community and growing need in the Arts District for access to public transportation.

We believe it is important that Metro staff include an Arts District Purple/Red line Station at 6th Street in its Short Range Transportation Plan (SRTP) and Long Range Transportation Plan (LRTP) and study a Station as environmental mitigation for the storage and turnback facility.

We have outlined our concerns in greater detail below, along with suggestions for how these issues might be resolved.

1. Growing need for Transit

The Arts District is one of the most rapidly growing areas of Los Angeles, with over twenty development projects in the Arts District under construction, entitled or in the entitlement process, including 670 Mesquit, 6AM, Row DTLA, 520 Mateo Street, as well as our location- the **Ford Motor Factory Building**, 950 E. 3rd Street, At Mateo, and many others. A Metro Red/Purple Line station at 6th Street is essential to connect this growing community to the regional transportation system through Union Station. **This issue in particular will affect our more that 700 employees as well as our constant flow of guests.**

2. Environmental Concerns

Metro's plans to design storage and turnback tracks as an open-air facility create a significant barrier between the growing Downtown Arts District Community and the LA River. By not including a transit Station, the visual blight, noise, and impacts of storing train cars will be compounded in the Arts District and DTLA because of a lack of access to transit. It could require new development projects to build hundreds of new parking spaces and result in many more daily trips by car.

3. Active Transportation

The new Sixth Street Bridge will have separate bicycle and pedestrian lanes, the LA River and Metro are designing an in-channel bikeway, and the Southern California Association of Governments (SCAG) has just funded millions of dollars in new bike lanes, sidewalks and crosswalks in the area. It is the ideal time to create a transit station connecting these projects, and incentivizing regional travelers, as well as our employees to arrive in the Arts District as pedestrians and cyclists.

4. Smart Growth

To meet the region's demand for new housing and jobs in the most environmentally sustainable manner, the ideal growth pattern for Los Angeles County is one where higher density development is built within existing developed areas – infill development -- in conjunction with transit, in order to reduce dependence on less efficient travel modes such as use of single occupant vehicles (SOV) and increase opportunities to travel by train, bicycle, bus, and on foot.

5. Connectivity

When the Purple Line is complete, a new station at Sixth Street would connect the Arts District with a one- seat ride to UCLA, the Museum District in mid-Wilshire, the Civic Center/Music Center/Grand Park, the Italian American Museum and LA Plaza Latino American Museum at Olvera Street and DTLA. When the Regional Connector is complete, travelers could also go by rail from the Arts District to the Music Center, Broad Museum, Colburn School, USC, and the Exposition Park Museum District of the California African-American Museum, the Museum of Natural History and the California Science Center.

Regards,



Teddye Sluyter Coak
Consulting Director of Special Projects
On Behalf Of
Warner Music Group
3400 W. Olive Ave.
Burbank, CA 91505

Appendix L.2
Revised NOP Comments

Appendix L.2.1

Revised NOP Agency & Special District Comments

NATIVE AMERICAN HERITAGE COMMISSION

Environmental and Cultural Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone (916) 373-3710



January 9, 2018

Cris B. Liban
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-16-9
Los Angeles, CA 90012

Sent via e-mail: libane@metro.net

RE: SCH# 2017121034; Division 20 Portal Widening/ Turnback Facility Project, City of Los Angeles; Los Angeles County, California

Dear Mr. Liban:

The Native American Heritage Commission has received the Notice of Preparation (NOP) for Draft Environmental Impact Report for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code § 21000 et seq.), specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit. 14, § 15064.5 (b) (CEQA Guidelines Section 15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared. (Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd. (a)(1) (CEQA Guidelines § 15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a **separate category of cultural resources**, "tribal cultural resources" (Pub. Resources Code § 21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment (Pub. Resources Code § 21084.2). Please reference California Natural Resources Agency (2016) "Final Text for tribal cultural resources update to Appendix G: Environmental Checklist Form," <http://resources.ca.gov/ceqa/docs/ab52/Clean-final-AB-52-App-G-text-Submitted.pdf>. Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code § 21084.3 (a)). **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. § 800 et seq.) may also apply.

The NAHC recommends **lead agencies consult with all California Native American tribes** that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments. **Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.**

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a **lead agency** shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
 - a. A brief description of the project.
 - b. The lead agency contact information.
 - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code § 21080.3.1 (d)).
 - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code § 21073).
2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A **lead agency** shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code § 21080.3.1, subs. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. (Pub. Resources Code § 21080.3.1(b)).
 - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18). (Pub. Resources Code § 21080.3.1 (b)).
3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
 - a. Alternatives to the project.
 - b. Recommended mitigation measures.
 - c. Significant effects. (Pub. Resources Code § 21080.3.2 (a)).
4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
 - a. Type of environmental review necessary.
 - b. Significance of the tribal cultural resources.
 - c. Significance of the project's impacts on tribal cultural resources.
 - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code § 21080.3.2 (a)).
5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code § 21082.3 (c)(1)).
6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
 - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
 - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code § 21082.3 (b)).

7. **Conclusion of Consultation:** Consultation with a tribe shall be considered concluded when either of the following occurs:
 - a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code § 21080.3.2 (b)).

8. **Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document:** Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code § 21082.3 (a)).

9. **Required Consideration of Feasible Mitigation:** If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code section 21084.3 (b). (Pub. Resources Code § 21082.3 (e)).

10. **Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:**
 - a. Avoidance and preservation of the resources in place, including, but not limited to:
 - i. Planning and construction to avoid the resources and protect the cultural and natural context.
 - ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - i. Protecting the cultural character and integrity of the resource.
 - ii. Protecting the traditional use of the resource.
 - iii. Protecting the confidentiality of the resource.
 - c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - d. Protecting the resource. (Pub. Resource Code § 21084.3 (b)).
 - e. Please note that a federally recognized California Native American tribe or a nonfederally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code § 815.3 (c)).
 - f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code § 5097.991).

11. **Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource:** An environmental impact report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
 - a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
 - b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code § 21082.3 (d)).

This process should be documented in the Cultural Resources section of your environmental document.

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires **local governments** to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code § 65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code § 65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation.** There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code section 65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction. (Gov. Code § 65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation:** Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have been already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.



January 31, 2018

Mr. Cris B. Liban, D.Env., P.E.
Executive Officer, Environmental Compliance and Sustainability
Los Angeles County Metropolitan Transportation Authority (Metro)
One Gateway Plaza
Mail Stop: 99-16-9
Los Angeles, CA 90012

RE: Revised Notice of Preparation of a Draft Environmental Impact Report for the Division 20 Portal Widening/Turnback Facility Project

Dear Mr. Liban:

The California High-Speed Rail Authority (Authority) has received the Revised Notice of Preparation (NOP) issued by Metro for a Draft Environmental Impact Report (EIR) for the Division 20 Portal Widening/Turnback Facility Project, dated January 3, 2018. Previously, on November 16, 2017, the Authority submitted to Metro a written comment letter for the Division 20 Project NOP received in October 2017. In that letter, the Authority stated its support for the Division 20 Project and indicated the importance for Metro to advance the Project in a manner that does not conflict with plans for future high-speed rail service.

The Authority is working in partnership with Metro on several ongoing projects in the Los Angeles Urban Mobility Corridor, the high-capacity rail network that connects Burbank and Anaheim through the Los Angeles area. This includes environmental and preliminary engineering work for the Link Union Station (Link US) Project, which will reconfigure the tracks in the rail yard of Los Angeles Union Station (LAUS), significantly expand the LAUS passenger concourse, and add run-through tracks over the US-101 freeway. The Link US Project includes alternatives with future tracks and platforms for high-speed rail service at LAUS, and future run-through tracks for high-speed rail service south of LAUS.

In response to the Revised NOP for the Division 20 Project, the Authority is providing Metro with the following additional comments:

- *Portal Widening:* The proposed portal widening for the Division 20 Project (near Center St between Commercial St and Ducommun St) is in the same approximate location of proposed future run-through tracks for high-speed rail service. It is essential that Metro and the Authority coordinate closely to make sure that design plans at this location accommodate each project.

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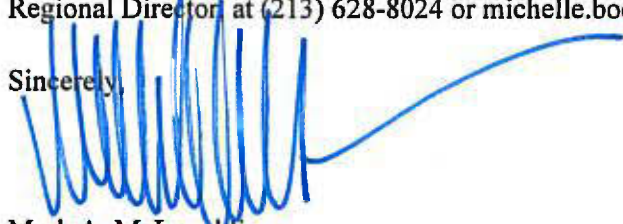


Mr. Cris Liban
Page 2

- **Turnback Tracks:** The proposed turnback tracks for the Division 20 Project (on the west side of the Los Angeles River, between Commercial St and 6th St) are in the same approximate location where future tracks will be added to accommodate high-speed rail service and expanded intercity/commuter rail service. It is essential that Metro and the Authority coordinate closely to make sure that design plans at this location accommodate each project.

If you have any questions regarding this letter, please contact me or Michelle Boehm, Southern California Regional Director, at (213) 628-8024 or michelle.boehm@hsr.ca.gov. Thank you.

Sincerely,



Mark A. McLoughlin
Director of Environmental Services
(916) 403-6934
mark.mcloughlin@hsr.ca.gov

cc: Tom Fellenz, Interim Chief Executive Officer
Michelle Boehm, Southern California Regional Director

Appendix L.2.2
Revised NOP Public Comments

From: Dominguez, Andrina
To: [Sam Silverman](#); [Stacey Falcioni](#)
Cc: [Chester Britt](#); [Jason Jackson](#); [Derek Hung \(DHung@webtaha.com\)](#); [Cortez, Michael](#); [Harrington, Christina](#)
Subject: FW: Division 20 Portal Widening/Turnback Facility (2017101034)
Date: Monday, January 08, 2018 11:32:44 AM

FYI below please find a comment in response to the revised NOP.

Best,

Andrina Dominguez, ENV SP

LA Metro

Environmental Specialist

Environmental Compliance and Sustainability

213.418.3245 W (Gateway Headquarters)

213.893.7189 W (Regional Connector IPMO)

213.864.3286 C

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From: Liban, Emmanuel
Sent: Friday, January 05, 2018 5:28 AM
To: Harrington, Christina; Dominguez, Andrina
Cc: Liban, Emmanuel
Subject: Fwd: Division 20 Portal Widening/Turnback Facility (2017101034)

Comment as part of the NOI recirculation.
Thnx.

Cris B. Liban, D.Env., P.E., ENV SP

Fellow, American Society of Civil Engineers

LA Metro

Executive Officer, Environmental Compliance and Sustainability

Program Management

[213.922.2471](#) W

[213.792.5777](#) C

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Begin forwarded message:

From: NR <nickrab@gmail.com>
Date: January 4, 2018 at 23:46:25 PST
To: LibanE@metro.net
Subject: Division 20 Portal Widening/Turnback Facility (2017101034)

Cris B. Liban,

I write to you today as an attorney who resides in the area. The Arts District will soon be one of the highest price per square feet areas in Los Angeles for residential housing. I believe that while the proposed project may help relieve traffic to/from union station, it will miss the larger goal of revitalizing Downtown Los Angeles. I believe that within several years, the LA River and adjacent spaces will be on the verge of becomes the center of the area. I know that there are already projects funded by the city to revitalize the area. Your project will hinder the effectiveness of these future projects and development. By building industrial and transportation spaces right along the river, and taking over spaces adjacent to the river, this project will be a negative factor in the future development of the area. We need local parks, walking and bike paths instead of larger industrial train areas. In other words, another negative impact of the project will be to the potential of future projects and future development. I do not believe you listing "Aesthetics" as an adequate representation of all of these negative impacts.

I hope that one day the Arts District is the Chealse, NYC of Los Angeles, with the LA River being the Highline of LA. This project jeopardizes future development and tax revenue for the city.

Thank you!

From: Dominguez, Andrina
To: [Sam Silverman](#); [Stacey Falcioni](#); [Cortez, Michael](#)
Cc: [Derek Hung \(DHung@webtaha.com\)](#); [Chester Britt](#); [Jason Jackson](#); [Harrington, Christina](#)
Subject: FW: Revised NOP for Division 20 Portal Widening/Turnback Facility
Date: Monday, January 29, 2018 3:33:15 PM

FYI.

From: Liban, Emmanuel
Sent: Monday, January 29, 2018 3:32 PM
To: Dominguez, Andrina
Cc: Liban, Emmanuel
Subject: FW: Revised NOP for Division 20 Portal Widening/Turnback Facility

FYI.

Cris B. Liban, D.Env., P.E., ENV SP
Fellow, American Society of Civil Engineers
LA Metro
Executive Officer, Environmental Compliance and Sustainability
Program Management
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From: Lijin Sun [<mailto:LSun@aqmd.gov>]
Sent: Friday, January 05, 2018 7:40 AM
To: Liban, Emmanuel
Cc: Michael Krause
Subject: Revised NOP for Division 20 Portal Widening/Turnback Facility

Mr. Liban,

SCAQMD staff received the revised NOP for the proposed Division 20 Portal Widening/Turnback Facility (SCAQMD IGR Control Number: [LAC180104-08](#)). On November 14, 2017, IGR staff submitted timely comments on the original NOP (SCAQMD IGR Control Number: [LAC171013-07](#)), which is available at: <http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/nop-division20portal-111417.pdf>.

Since the revised NOP is a result of acquisition of one property with **no** changes to the project description from the initial NOP, please advise if Metro, the Lead Agency for this project, will consider and evaluate SCAQMD staff's comments on the original NOP and include those comments in the administrative record.

Thank you,
Lijin Sun, J.D.
Program Supervisor, CEQA IGR
South Coast Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765
Direct: (909) 396-3308
Fax: (909) 396-3324

From: Lijin Sun
Sent: Tuesday, November 14, 2017 6:38 AM
To: 'LibanE@metro.net' <LibanE@metro.net>
Cc: Michael Krause <MKrause@aqmd.gov>
Subject: SCAQMD Staff NOP Comments for Division 20 Portal Widening/Turnback Facility

Dear Mr. Liban,

Attached are SCAQMD staff's comments on the NOP of a Draft EIR for Division 20 Portal Widening/Turnback Facility ([SCAQMD Control Number: LAC171013-07](#)). The original, electronically signed letter will be forwarded to your attention by regular USPS mail. Please contact me if you have any questions regarding these comments.

Thank you,
Lijin Sun, J.D.
Program Supervisor, CEQA IGR
South Coast Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765
Direct: (909) 396-3308
Fax: (909) 396-3324

From: Dominguez, Andrina
To: [Sam Silverman](#); [Stacey Falcioni](#); [Cortez, Michael](#)
Cc: [Derek Hung \(DHung@webtaha.com\)](mailto:DHung@webtaha.com); [Chester Britt](#); [Jason Jackson](#); [Harrington, Christina](#)
Subject: FW: Division 20 Portal Widening Public Comment
Date: Monday, January 29, 2018 3:55:54 PM

Please see another scoping comment below.

From: Liban, Emmanuel
Sent: Monday, January 29, 2018 3:55 PM
To: Dominguez, Andrina
Subject: FW: Division 20 Portal Widening Public Comment

Cris B. Liban, D.Env., P.E., ENV SP
Fellow, American Society of Civil Engineers
LA Metro
Executive Officer, Environmental Compliance and Sustainability
Program Management
[213.922.2471](tel:213.922.2471) W
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From: Alexander Wikstrom [<mailto:wikstrom@usc.edu>]
Sent: Monday, January 08, 2018 3:37 PM
To: Liban, Emmanuel
Subject: Division 20 Portal Widening Public Comment

Dear Dr. Liban,

I am a Central Los Angeles resident that makes frequent use of the Red and Purple lines. I am writing to approve of Metro's plans for the Division 20 Portal Widening and turnback tracks. I want the trains to run more frequently and prepare the system better for the Purple Line extension once it opens. I look forward to more projects like this to enhance Metro's service.

Best,

Alexander Wikstrom
University of Southern California
Master of Planning candidate

From: Dominguez, Andrina
To: [Sam Silverman](#); [Stacey Falcioni](#); [Cortez, Michael](#)
Cc: [Derek Hung \(DHung@webtaha.com\)](#); [Chester Britt](#); [Jason Jackson](#); [Harrington, Christina](#)
Subject: FW: Division 20 Widening and Turn back
Date: Monday, January 29, 2018 12:03:47 PM

FYI see emailed comment below.

From: Liban, Emmanuel
Sent: Monday, January 29, 2018 11:57 AM
To: Dominguez, Andrina
Cc: Liban, Emmanuel
Subject: FW: Division 20 Widening and Turn back

FYI

Cris B. Liban, D.Env., P.E., ENV SP
Fellow, American Society of Civil Engineers
LA Metro
Executive Officer, Environmental Compliance and Sustainability
Program Management
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From: olie [<mailto:leftcoastolie@gmail.com>]
Sent: Monday, January 29, 2018 11:27 AM
To: Liban, Emmanuel
Subject: Division 20 Widening and Turn back

I absolutely support making the Metro more efficient and faster. Thank you!

Olie Smith

From: Dominguez, Andrina
To: [Sam Silverman](#); [Derek Hung](#); [Stacey Falcioni](#); [Chester Britt](#); [Jason Jackson](#); [Cortez, Michael](#); [Harrington, Christina](#); [Marquez, Matthew](#)
Subject: Fwd: Revised NOP for Division 20 Portal Widening and Turnback Facility
Date: Thursday, February 01, 2018 4:28:37 PM

FYI see comment below and please log.

Andrina Dominguez, ENV SP
LA Metro
Environmental Specialist
Environmental Compliance and Sustainability
213.418.3245 W (Gateway Headquarters)
213.893.7189 W (Regional Connector IPMO)
213.864.3286 C
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From: Liban, Emmanuel
Sent: Thursday, February 1, 2018 4:16:24 PM
To: Dominguez, Andrina
Subject: Fwd: Revised NOP for Division 20 Portal Widening and Turnback Facility

FYi

—

Cris B. Liban, D.Env., P.E., ENV SP

Fellow, American Society of Civil Engineers

LA Metro

Executive Officer, Environmental Compliance and Sustainability
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Metro provides excellence in service and support.

From: James M Okazaki
Sent: Thursday, February 1, 16:07
Subject: Revised NOP for Division 20 Portal Widening and Turnback Facility

To: Cris B. Liban

Cc: Kristin Fukushima, Rey Fukuda Salinas, Chris Komai

Cris,

I had commented before about coordinating this Project with the West Santa Ana Branch LRT project, and that Metro should align the Tunnel for the WSAB project under the Division 20 yard, and daylight within the Yard east of Center St. In the latest briefing from Metro, and in their new plans, staff and consultants seem to have taken that concept to heart, and we appreciate that.

In the revised NOP for the Division 20 Project, Metro intends to buy and reuse the 100-120 Center St. building. I am wondering in that case, if it makes sense to realign Center St., because there is a huge job at this location. Also, would you please consider installing a sidewalk on the east side of the street next to your new building.

Thank you!

James Okazaki
(213) 249-3246

From: Dominguez, Andrina
To: [Sam Silverman](#); [Derek Hung](#); [Stacey Falcioni](#); [Jason Jackson](#); [Chester Britt](#); [Cortez, Michael](#); [Harrington, Christina](#); [Marquez, Matthew](#)
Subject: Fwd: Comments on Red Line Portal
Date: Thursday, February 01, 2018 4:25:19 PM

FYI see comment below and please log.

Andrina Dominguez, ENV SP
LA Metro
Environmental Specialist
Environmental Compliance and Sustainability
213.418.3245 W (Gateway Headquarters)
213.893.7189 W (Regional Connector IPMO)
213.864.3286 C
metro.net | facebook.com/losangelesmetro | @metrolosangeles
Metro provides excellence in service and support.

From: Liban, Emmanuel
Sent: Thursday, February 1, 2018 4:05:23 PM
To: Dominguez, Andrina
Subject: FW: Comments on Red Line Portal

Cris B. Liban, D.Env., P.E., ENV SP
Fellow, American Society of Civil Engineers
LA Metro
Executive Officer, Environmental Compliance and Sustainability
Program Management
[213.922.2471](tel:213.922.2471) W
[213.792.5777](tel:213.792.5777) C
metro.net | facebook.com/losangelesmetro | @metrolosangeles
Metro provides excellence in service and support.

From: Paul Dyson [mailto:pdyson@railpac.org]
Sent: Thursday, February 01, 2018 3:55 PM
To: Liban, Emmanuel
Cc: Washington, Phillip
Subject: Comments on Red Line Portal

Any change to the Red Line configuration east of Los Angeles Union Station ("LAUS") should be designed and constructed to allow for a future station at First Street. It will soon be recognized that a station at First Street, connecting Metrolink, Amtrak, Gold Line and Red Line will become a necessity especially during upgrading and modernizing LAUS. Such a link would be time saving and convenient for many

passengers.

Paul J Dyson
President, Rail Passenger Association of California
pdyson@railpac.org



LITTLE TOKYO SERVICE CENTER

Positive Change for People and Places

231 E. Third Street, Suite G106, Los Angeles, CA 90013

Tel: 213.473.3030 | Fax: 213.473.3031 | www.LTSC.org

February 1, 2018

Cris B. Liban, Executive Officer, Environmental Compliance and Sustainability
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-16-9
Los Angeles, CA 90012

RE: new NOP of Division 20 portal widening

Dear Mr. Liban,

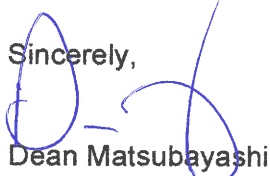
We are writing on behalf of the Little Tokyo Service Center (LTSC) in regards to the new Notice of Preparation for the Division 20 Portal Widening and Turnback Facility. LTSC has been part of Little Tokyo for over 35 years. As an affordable housing developer and service provider, we strongly value public projects that take the extra measure to minimize damage to the existing community as it works towards creating results that benefit the broader community in the long run.

First, we would like to make a small suggestion in regards to public communication. In the email notification, the link for the address takes you to a Compton address. We realize this site is near the LA River, so we made a quick google search with a variation of the address. So, in the future, we recommend Metro share a Zimas link instead in the emails or using the APN as well as the site address.

As you might know, we are a historic neighborhood that has endured many years of Metro construction including the Gold Line and the Regional Connector; we have seen many businesses close down due to the impacts of construction and real estate speculation. So given that, our main request with the Division 20 project is that it mitigate the construction impacts thoroughly. For example, we recommend the project include a Business Mitigation Fund for the small businesses and institutions nearby. We are particularly thoughtful of our neighborhood institutions including but not limited to Nishi Hongwanji Buddhist Temple (815 E 1st St, Los Angeles, CA 90012), Fukui Mortuary (707 E Temple St, Los Angeles, CA 90012), and Upper Crust Enterprises, Inc. (411 Center St, Los Angeles, CA 90012) and the impacts they will likely experience once the project begins construction.

Furthermore, we would like to receive ongoing information about the impacts of the purchase/acquisition of 100-120 N Santa Fe Ave, Los Angeles, CA 90012 and whether or not this would preclude or support WSAB from being able to build an alternative route that would avoid Vignes to minimize impact to our community serving legacy businesses and temple. As a reminder we are recommending that the WSAB subway alignment daylight in the Metro property east of Center and not on Center or on Vignes, in order to minimize impact to the aforementioned institutions/community serving businesses. Thank you for your time and consideration for this public comment. We are available for any clarification if needed.

Sincerely,



Dean Matsubayashi
Executive Director

From: Dominguez, Andrina
To: [Sam Silverman](#); [Derek Hung \(DHung@webtaha.com\)](mailto:DHung@webtaha.com); [Stacey Falcioni](#); [Chester Britt](#); [Jason Jackson](#); [Cortez, Michael](#); [Harrington, Christina](#); [Marquez, Matthew](#)
Subject: FW: LTCC letter for revised Division 20 NOP
Date: Friday, February 02, 2018 11:53:35 AM
Attachments: [20180201 LTCC Division 20 new NOP comment letter.doc](#)

FYI see attached letter from LTCC.

From: Liban, Emmanuel
Sent: Friday, February 02, 2018 11:01 AM
To: Dominguez, Andrina
Subject: FW: LTCC letter for revised Division 20 NOP

—
Cris B. Liban, D.Env., P.E., ENV SP
Fellow, American Society of Civil Engineers
LA Metro
Executive Officer, Environmental Compliance and Sustainability
Program Management
[213.922.2471](tel:213.922.2471) W
[213.792.5777](tel:213.792.5777) C
metro.net | facebook.com/losangelesmetro | @metrolosangeles
Metro provides excellence in service and support.

From: Kristin Fukushima [<mailto:kristin@littletokyola.org>]
Sent: Friday, February 02, 2018 10:53 AM
To: Liban, Emmanuel; Cortez, Michael
Cc: Rey Fukuda Salinas; Chris Komai; jokazaki@sbcglobal.net; jm dyk
Subject: LTCC letter for revised Division 20 NOP

Dear Cris Liban,

I hope this email finds you well. Please find attached the LTCC letter in response to the revised NOP for Division 20. Thanks in advance for your review and consideration.

Thanks,
Kristin

--
Kristin Fukushima
Managing Director

Little Tokyo Community Council
T: [\(562\) 895-3295](tel:562.895.3295)
E: kristin@littletokyola.org

www.littlekyola.org
www.sustainablelittlekyo.org
FB | IG



FUKUI MORTUARY, INC.

February 9, 2018

Cris B. Liban, Executive Officer, Environmental Compliance and Sustainability
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-16-9
Los Angeles, CA 90012

RE: Division 20 Portal Widening and Turnback Facility Notice of Preparation Public Comment

Dear Mr. Liban,

We are writing on behalf of Fukui Mortuary as well as the Community for which we have supported by serving the Japanese population upon the loss of a loved one at a time when no other funeral home would service us because of who we were. We have endured for 100 years by being an integral part of the growth of the Little Tokyo Community not just by serving their needs but by also supporting all organizations, churches, Temples and affiliates large and small.

As a Little Tokyo stakeholder, and a historic neighbor that has endured many years of Metro construction including the Gold Line and the Regional Connector, we have seen many businesses close down due to the impacts of construction and real estate speculation. Many of these businesses were also Japanese-American owned that had also had a very rich history in shaping our community. So, given that, our main request with the Division 20 project is that it mitigate the construction impacts thoroughly. For example, we recommend the project include a Business Mitigation Fund for the small businesses and institutions nearby. We are particularly thoughtful of our neighborhood institutions including but not limited to Nishi Hongwanji Buddhist Temple (815 E 1st St, Los Angeles, CA 90012), Fukui Mortuary (707 E Temple St, Los Angeles, CA 90012), and Upper Crust Enterprises, Inc. (411 Center St, Los Angeles, CA 90012).

Furthermore, we would like to be informed about the impacts of the purchase/acquisition of 100-120 N Santa Fe Ave, Los Angeles, CA 90012 and whether or not this would preclude WSAB being able to build a alternative route that would avoid Vignes to minimize impact to our community serving legacy businesses and temple. As a reminder we are recommending that the WSAB subway alignment daylight in the Metro property east of Center and not on Center or on Vignes, in order to minimize impact to the aforementioned institutions/community serving businesses.

Sincerely,


Gerald Fukui, President
Fukui Mortuary

707 E. Temple Street
Los Angeles, CA 90012
Tel 213.626.0441
Fax 213.617.2781
-mail info@fukuimortuary.com
License FD-808

Appendix L.3
Comment Log & Issues Matrix

Div.20 Comment Log & Issues Matrix



Stakeholder	Stakeholder Type	Project Phase	Date Received	Source	Category	Issue / Comment	Follow up Action	Lead	Notes	Database	Location	
COMPLETED												
3	Native American Heritage Commission (NAHC)	Stakeholder Group	NOP Round 1	10/23/17	Email	Cultural Resources	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency.	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 10/24/17 and again by Sam Silverman to AA Team on 10/24/17 Gayle Totton Associate Governmental Program Analyst 916-373-3714 1550 Harbor Blvd., Ste 100 West Sacramento, CA 95691	<input checked="" type="checkbox"/>	West Sacramento
4	Alexander Friedman	Interested Party	NOP Round 1	10/24/17	Email	Support, Scope & Transportation and Traffic	Dear Metro: Thank you for considering the project of improving the Division 20 portal turnback - including widening and the facility. Generally, I support the project, but only under one condition: the project must include building a new passenger station at/around the Arts District location / 6th Street. It truly makes no sense to have No passenger service past Union Station despite numerous tracks south of the Union Station. Please realize: the housing south-east of the Union Station has substantially grown, including the large One Santa Fe mixed-use development. Therefore, reliable passenger subway service is a "Must". I therefore strongly urge Metro to consider adding a passenger station in the Arts district, i.e. south / south-east of the Union Station, to meet increased demand and growing population in the area. This project will be critically important to the area. Thank you for your time and consideration. Sincerely, - Alexander Friedman (323) 465-8511	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Sam Silverman to AA Team on 10/24/17 Alexander Friedman 323-465-8511 alek3773@gmail.com	<input checked="" type="checkbox"/>	Unknown
5	Michael Hayes	Interested Party	NOP Round 1	10/24/17	Email	Support, Land Use and Planning, Scope & Transportation and Traffic	Hello Cris, I'm truly thankful that Metro is preparing to improve operational efficiency for both red and purple lines. I'm very much looking forward to reduced headways for both lines as a daily rider coming in from MacArthur Park BUT the bulk of my excitement about this project comes from the potential to put decking over the yards and creating a massive TOD for a completely urban center within such close proximity to so many jobs and homes. An efficient use of that space would include a station stop or two in the arts district that would increase ridership and usefulness of mass transit in the transit poor neighborhood. If metro could retain air rights or land, the eventual development atop could both subsidize metro's operation and continue to bolster ridership. In my opinion, it does not make sense to invest in infrastructural improvements without including practical use for riders from NoHo to the VA. Please add station stops in the Arts District and promote a truly urban transit oriented development as a demonstration of how Los Angeles must grow sustainably and appropriately with mass transit. Thank you, Michael Hayes 951.704.6849 michaehayes.la	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 10/25/17 Michael Hayes 951-704-6849 michaehayes.la	<input checked="" type="checkbox"/>	Unknown
6	California Department of Transportation (District 7)	Agency	NOP Round 1	10/30/17	Email	Transportation and Traffic	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency.	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 10/30/17 Alan Lin, P.E. Project Coordinator State of California Department of Transportation District 7, Office of Transportation Planning 100 South Main Street, MS 16 Los Angeles, CA 90012 213-897-8391 Office 213-897-1337 Fax alan.lin@dot.ca.gov	<input checked="" type="checkbox"/>	Los Angeles
7	Michael Lomeli Amay's Bakery & Noodle Co., Inc.	Interested Party	NOP Round 1	11/01/17	Email	General	See attachments. Metro follow-up email response to phone inquiry and thread attached.	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Michael Cortez to AA Team on 11/28/2017 Michael Lomeli Amay's Bakery & Noodle Co., Inc. P 213-626-2713 x106 michael@amaybakery.com	<input checked="" type="checkbox"/>	Los Angeles
8	Rail Passenger Association of California and Nevada (Rail PAC)	Stakeholder Group	NOP Round 1	11/07/17	Email	Scope & Transportation and Traffic	Mr. Cortez/Ms Harrington: RailPAC would like to add to the agenda for discussion the desirability of an additional station at 1st Street. This would be constructed as an addition to the First Street bridge and would act as an interchange between the Gold and Red/Purple Lines and Metrolink. This will be especially important during the construction of new tracks at Union Station when it will be imperative to reduce traffic through LAUS. This station would also provide more convenient (shorter walk) connections between Red/Purple and Gold especially between the east side and west side. Metrolink passengers would have their trips reduced by 15 minutes in many cases. We also support a station at 6th and continued extension of the Purple Line to Boyle heights (Soto/Olympic old Sears site.) Regards, Paul Dyson President, Rail Passenger Association of California and Nevada 818 371 9516	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/07/2017 Paul Dyson President Rail Passenger Association of California and Nevada (RailPAC) 818-371-9516 pauldyson@yahoo.com	<input checked="" type="checkbox"/>	Sacramento
9	CREED LA	Stakeholder Group	NOP Round 1	11/08/17	Comment Sheet (submitted at mtg w/ hand-delivered letter)	Aesthetics, Land Use and Planning, Noise, Scope & Transportation and Traffic	See attachment	Included in Public Scoping Summary Report - February 2018	Metro	Comment Sheet submitted at Scoping meeting #2 on 11/8/2017 Jeff Modrzejewski Executive Director CREED LA 501 Shatto Pl 200 Los Angeles, CA 90020	<input checked="" type="checkbox"/>	Los Angeles
10	James M. Okazaki	Interested Party	NOP Round 1	11/08/17	Comment Sheet (submitted at mtg)	Transportation and Traffic	Given that this project is going to purchase ROW on the east side of Center St, please provide room to install the portal for the East Santa Ana Branch LRT, and not run the LRT on Vignes or Center St. It would be less impact to Little Tokyo and the Arts District if the subway portal for the East Santa Ana Branch alignment was built totally with the Metro ROW, east of Center St. - James M. Okazaki	Included in Public Scoping Summary Report - February 2018	Metro	Comment Sheet submitted at Scoping meeting #2 on 11/8/2017 James M. Okazaki Little Tokyo Community Council (LTCC) 2814 Carlisle Rd San Marino, CA 91108 213-249-3246 jokazaki@sbcglobal.net	<input checked="" type="checkbox"/>	Los Angeles
11	LAplus	Stakeholder Group	NOP Round 1	11/08/17	Email	Air Quality, Greenhouse Gases, Land Use and Planning, Scope & Transportation and Traffic	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency.	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/08/17 Mark Vallianatos Director, LAplus 626-375-8293 markvall@gmail.com la-plus.org	<input checked="" type="checkbox"/>	Los Angeles
12	Sonia E. McIntosh	Interested Party	NOP Round 1	11/08/17	Comment Sheet (submitted at mtg)	General, Cultural Resources & Land Use and Planning	See attachment	Included in Public Scoping Summary Report - February 2018	Metro	Comment Sheet submitted at Scoping meeting #2 on 11/8/2017 Sonia E. McIntosh PO BOX 36153 Los Angeles, CA 90036	<input checked="" type="checkbox"/>	Los Angeles
13	St. Francis Xavier Japanese Catholic Church	Stakeholder Group	NOP Round 1	11/08/17	Comment Sheet (submitted at mtg)	Land Use and Planning	How about access to LA River at 1st Street Bridge? - Alan Kumamoto	Included in Public Scoping Summary Report - February 2018	Metro	Comment Sheet submitted at Scoping meeting #2 on 11/8/2017 Alan Kumamoto St. Francis Xavier Japanese Catholic Church 222 S Hewitt St Los Angeles, CA 90012 akumamoto@aol.com	<input checked="" type="checkbox"/>	Los Angeles
14												

Stakeholder	Stakeholder Type	Project Phase	Date Received	Source	Category	Issue / Comment	Follow up Action	Lead	Notes	Database	Location
15 Central City Association of Los Angeles (CCA)	Stakeholder Group	NOP Round 1	11/09/17	Email	Aesthetics, Land Use and Planning, Noise, Scope & Transportation and Traffic	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency.	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/13/17 Shane Phillips Director of Public Policy P 213-416-7535 F 213-624-0858 sphilips@ccaia.org ccaia.org	<input checked="" type="checkbox"/>	Los Angeles
16 Beverly Christiansen	Interested Party	NOP Round 1	11/14/17	Email	Aesthetics, Scope & Transportation and Traffic	See attachment Key Concerns: Arts District Red Line Station (station at 6th Street) Connections between the Arts District and the LA River	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/14/17 Beverly Christiansen SENIOR ASSOCIATE, STUDIO DIRECTOR bchristiansen@tca-arch.com 213-553-1100	<input checked="" type="checkbox"/>	Los Angeles
17 Joanne Kumamoto	Interested Party	NOP Round 1	11/14/17	Email	General	What would be the Division 20 Portal Widening and Turnback Facility health impact to the community? - Joanne Kumamoto	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/14/17 Joanne Kumamoto jkumamoto@aol.com	<input checked="" type="checkbox"/>	Los Angeles
18 L.A. Live Courtyard & Residence Inn	Stakeholder Group	NOP Round 1	11/14/17	Email	Support, Aesthetics, Scope & Transportation and Traffic	See attachment Key Concerns: Arts District Red Line Station (station at 6th Street) Connections between the Arts District and the LA River	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/14/17 Andrea Knowles Dual General Manager P 213-254-4971 Andrea.Knowles@marriott.com 901 W Olympic Blvd Los Angeles, CA 90015	<input checked="" type="checkbox"/>	Los Angeles
19 Omni Group	Stakeholder Group	NOP Round 1	11/14/17	Email	Land Use and Planning, Scope & Transportation and Traffic	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency. Key Concerns: Include an Arts District Purple/Red line Station at 6th Street Smart Growth	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/14/17 Mark Spector Senior Development Manager ONNI Group 315 W 9th St 801 Los Angeles, CA 90015 213-629-2041	<input checked="" type="checkbox"/>	Los Angeles
20 River LA	Stakeholder Group	NOP Round 1	11/14/17	Email	Aesthetics, Land Use and Planning, Noise, Scope & Transportation and Traffic	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency. Key Concern: Include an Arts District Purple/Red line Station at 6th Street	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/14/17 Jon Switaski River LA Director of External Affairs jon@riverla.org 310-625-4072	<input checked="" type="checkbox"/>	Los Angeles
21 South Coast Air Quality Management District (SCAQMD)	Agency	NOP Round 1	11/14/17	Email	Air Quality	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency.	Included in Public Scoping Summary Report - February 2018	Metro	Comment was sent via USPS and E-MAIL Message forwarded from Andrina Dominguez to AA Team on 11/14/17 Lijin Sun Program Supervisor, CEQA IGR Planning, Rule Development & Area Sources 21865 Copley Dr Diamond Bar, CA 91765	<input checked="" type="checkbox"/>	Diamond Bar
22 Rena Masten Leddy LA Fashion District BID	Stakeholder Group	NOP Round 1	11/15/17	Mailed Letter	Aesthetics, Land Use and Planning, Scope, Noise & Transportation and Traffic	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency. Key Concerns: Transit station on 6th street.	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 12/8/2017. Letter postmarked November 22, yet dated November 15th. Rena Masten Leddy Executive Director LA Fashion District (BID) 110 East 9th St A-1175 Los Angeles, CA 90079 P: 213-488-1153 F: 213-488-5159 info@fashiondistrict.org www.fashiondistrict.org	<input checked="" type="checkbox"/>	Los Angeles
23 South Park BID	Stakeholder Group	NOP Round 1	11/15/17	Email	General, Land Use and Planning, Scope & Transportation and Traffic	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency. Key Concern: Include an Arts District Purple/Red line Station at 6th Street	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/15/17 Ellen Riotto Executive Director South Park Business Improvement District 1100 S Flower St 3400 Los Angeles, CA 90015 ellen@southpark.la	<input checked="" type="checkbox"/>	Los Angeles
24 California High Speed Rail Authority (CHSRA)	Agency	NOP Round 1	11/16/17	Email	Support & Transportation and Traffic	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency.	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/16/17 Mark A. McLoughlin Director of Environmental Services 770 L St, Ste 620 Sacramento, CA 95814 916-403-6934 Mark.McLoughlin@hsr.ca.gov	<input checked="" type="checkbox"/>	Sacramento
25 Gary Kawaguchi Upper Crust Enterprises	Interested Party	NOP Round 1	11/16/17	Email	Transportation and Traffic	Chris. I am Gary Kawaguchi and we have a production facility located on 411 Center Street on the corner of Center St. and Ducommon St. We currently employ approximately 50 employees operating Monday through Friday 24 hours daily. I saw on the project map that there will be some extensive construction across Center Street in the near future. I spoke to Michael Cortez at Metro earlier to explain my concerns and he recommended for me to write my comment regarding this project. "My main concern for this project is the daily access of delivery and pick up onto our property by large freight trucks. Any street closure on Center Street and Ducommon Street would create major inconvenience for these trucks getting onto our property. I would highly recommend maintaining this access open for our business." Gary Kawaguchi UPPER CRUST ENTERPRISES, Inc Your Source for Truly Authentic Japanese Panko garyk@uppercrustent.com Office (213) 217-4221 Cell (213) 706-0483	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/16/17 Gary Kawaguchi UPPER CRUST ENTERPRISES, Inc. Office 213-217-4221 Cell 213-706-0483 garyk@uppercrustent.com	<input checked="" type="checkbox"/>	Los Angeles
26 James M. Okazaki	Interested Party	NOP Round 1	11/16/17	Email	General, Scope & Transportation and Traffic	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency. Key Concerns: Coordinate with the WSAB Project in order to have the subway portal pop-up within the Metro ROW north of Temple St. on the east side of Center St. Metro Rail Station near 6th St. at the south end of the Division 20 Yard, and having it studied as part of Division 20 Scope of Work.	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/16/17 James M. Okazaki 213-249-3246 jokazaki@sbcglobal.net	<input checked="" type="checkbox"/>	Los Angeles
27 LA Business Federation (BizFed)	Stakeholder Group	NOP Round 1	11/16/17	Email	Scope	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency. Key Concerns: Arts District/Sixth Street station	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/21/2017 Mike Lewis Chair David Fleming Founding Chair Tracy Hernandez Founding CEO Jerard Wright Policy Manager jerard.wright@bizfed.org 6055 E Washington Blvd 260 Commerce, CA 90040	<input checked="" type="checkbox"/>	Commerce

Stakeholder	Stakeholder Type	Project Phase	Date Received	Source	Category	Issue / Comment	Follow up Action	Lead	Notes	Database	Location
28 Los Angeles / Orange County Building and Construction Trades Council	Stakeholder Group	NOP Round 1	11/16/17	Email	Aesthetics, General, Land Use and Planning, Noise, Scope & Transportation and Traffic	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency. Key Concerns: Metro Rail Station near 6th St	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/16/17 Ron Miller Executive Secretary Los Angeles/Orange Counties Building and Construction Trades Council 1626 Beverly Blvd Los Angeles, CA 90026 213-483-4222 rmiller@laocbuildingtrades.org	<input checked="" type="checkbox"/>	Los Angeles
29 Teddye Sluyter Coak Warner Music Group	Interested Party	NOP Round 1	11/16/17	Mailed Letter	Aesthetics, Land Use and Planning, Noise, Scope & Transportation and Traffic	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency. Key Concerns: Include an Arts District Purple/Red line Station at 6th Street in its Short Range Transportation Plan and Long Range Transportation Plan Study a Station as environmental mitigation for the storage and turnback facility. Environmental Concerns Active Transportation Smart Growth Connectivity	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/28/2017 Teddye Sluyter Coak Consulting Director of Special Projects Warner Music Group 3400 W Olive Ave Burbank, CA 91505	<input checked="" type="checkbox"/>	Burbank
30 Alexander Friedman	Interested Party	NOP Round 1	11/17/17	Email	Support & Scope	I generally support the Division 20 Portal Widening and Turnback Facility Project. However, as mentioned earlier - this project should absolutely include the station at the Arts district. Metro should understand this: - Subway tracks are already there; - Subway line is there; - Electrical supply (for subway trains) is there; - Customer demand is there; - Housing (with large mixed-use developments) is there; - The space for a future station is there. Everything is already laid-out -- providing perfect conditions for a train station! Therefore, the cost to install a street-level subway platform should be minimal -- and is only a fraction, comparing to building a tunnel and/or laying new tracks. It doesn't need to be a sophisticated station (like "Universal City"). But an at-grade train station can be built at a very affordable price. I am very disappointed that our new Metro CEO, Mr. Phil Washington, seems to lack proper vision for our train system -- and hence this is the real reason why he doesn't want to install a station there. Once again, the Arts District station is "Must", to be included with this project. Thank you. ~ Alexander Friedman	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/21/2017 Alexander Friedman 323-465-8511 alek3000@sbcglobal.net	<input checked="" type="checkbox"/>	Los Angeles
31 Art Share L.A.	Stakeholder Group	NOP Round 1	11/17/17	Email	Support & Scope	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency. Cheyanne Sauter, Art Share LA Executive Director, writing on behalf of Fixing Angelenos Stuck in Traffic (FAST). Key Concerns: Metro should identify a station at the Arts District	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/21/2017 Cheyanne Sauter Executive Director Art Share LA 801 E 4th Pl Los Angeles, CA 90013 310-926-6657 cell 213-687-4278 office cheyanne@artsharela.org	<input checked="" type="checkbox"/>	Los Angeles
32 FAST	Stakeholder Group	NOP Round 1	11/17/17	Email	Scope & Land Use and Planning	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency. Key Concerns: Arts District/Sixth Street Station	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/21/2017 Hilary Norton FAST Executive Director 445 S Figueroa St, Ste 2290 Los Angeles, CA 90071 213-448-2900 hnorton@tpgre.com	<input checked="" type="checkbox"/>	Los Angeles
33 Green Commuter	Stakeholder Group	NOP Round 1	11/17/17	Email	Aesthetics, General, Land Use and Planning, Noise, Scope & Transportation and Traffic	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency. Key Concerns: Metro Rail Station near 6th St Growing need for Transit Environmental Concerns Active Transportation Smart Growth Good Transportation Planning	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/17/2017 Gustavo Occhiuzzo CEO Green Commuter 525 S Hewitt St Los Angeles, CA 90013 gustavo@greencommuter.org 818-535-9391	<input checked="" type="checkbox"/>	Los Angeles
34 LA Chamber of Commerce	Stakeholder Group	NOP Round 1	11/17/17	Email	Scope	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency. Key Concerns: Metro Rail Station near 6th St	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/17/2017 Gary Toebben President & CEO Los Angeles Area Chamber of Commerce 350 S Bixel St Los Angeles, CA 90017 gtoebben@lachamber.com	<input checked="" type="checkbox"/>	Los Angeles
35 Little Tokyo Community Council (LTCC)	Stakeholder Group	NOP Round 1	11/17/17	Email	General, Greenhouse Gasses & Transportation and Traffic	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency. Key Concerns: Potential impact or interference with the West Santa Ana Branch alternative route LTCC Need more information on proposed expansion of footprint of the storage tracks	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/21/2017 Kristin Fukushima Managing Director 106 1/2 Judge John Aiso Street, Ste 172 Los Angeles, CA 90012 kristin@littletokyoia.org 562-895-3295	<input checked="" type="checkbox"/>	Los Angeles
36 Little Tokyo Service Center (LTSC)	Stakeholder Group	NOP Round 1	11/17/17	Email	General, Greenhouse Gasses & Transportation and Traffic	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency. Key Concerns: No interference with the WSAB alternative route Need additional information on the proposed expansion of the footprint of the storage racks Request to include information on WSAB, CHSR and Metro ESOS project impacts in this project's EIR	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/21/2017 Dean Matsubayashi Executive Director 231 E Third St G-106 Los Angeles, CA 90013 213-473-3030 Rey Fukuda Little Tokyo Project Manager and Planner 213-473-1609 rfukuda@ltsc.org 231 E Third St G-106 Los Angeles, CA 90013	<input checked="" type="checkbox"/>	Los Angeles
37 Metrolink - Southern California Regional Rail Authority (SCRRA)	Agency	NOP Round 1	11/17/17	Email	Support & Transportation and Traffic	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency. Key Concerns: Turnback facility will be constructed immediately adjacent to the Metro owned right of way where Metrolink and Amtrak trains operate. Impacts to Link US Project	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/21/2017 Roderick Diaz Director, Planning and Development One Gateway Plaza, 12th Fl Los Angeles, CA 90012 213-452-0455 diaz@scrra.net	<input checked="" type="checkbox"/>	Los Angeles
38 Michael Lomeli Amay's Bakery & Noodle Co., Inc.	Interested Party	NOP Round 1	11/17/17	Email	Aesthetics, Land Use and Planning, Noise, Scope & Transportation and Traffic	See attachment Key Concerns: Street Closures Noise/Vibrations Air Quality/Pollution Use of Surrounding Land/Aesthetics	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/21/2017 Michael Lomeli Amay's Bakery & Noodle Co., Inc. P 213-626-2713 x106 michael@amaysbakery.com	<input checked="" type="checkbox"/>	Los Angeles

Stakeholder	Stakeholder Type	Project Phase	Date Received	Source	Category	Issue / Comment	Follow up Action	Lead	Notes	Database	Location
39 Partho Kalyani	Interested Party	NOP Round 1	11/17/17	Email	Support & Scope	I am in full support of this project if it includes an Arts District Red/purple line station. This is a MUST. Be creative with financing, EIFD or Station-related development. This would be a missed opportunity otherwise. Thanks ~ Partho Kalyani Board Member, West Los Angeles Sawtelle Neighborhood Council	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/21/2017 Partho Kalyani parthokalyani@gmail.com	<input checked="" type="checkbox"/>	Los Angeles
40 Yuval Bar-Zemer	Interested Party	NOP Round 1	11/17/17	Email	Aesthetics, Land Use and Planning & Transportation and Traffic	See attachment Project opposition due to " aggressive expansion and private land taking in the arts District by Metro"	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 11/21/2017. Yuval Bar-Zemer yuval@linear-city.com	<input checked="" type="checkbox"/>	Los Angeles
41 Nick R.	Interested Party	NOP Round 2	01/04/18	Email	Land Use and Planning	I write to you today as an attorney who resides in the area. The Arts District will soon be one of the highest price per square feet areas in Los Angeles for residential housing. I believe that while the proposed project may help relieve traffic to/from union station, it will miss the larger goal of revitalizing Downtown Los Angeles. I believe that within several years, the LA River and adjacent spaces will be on the verge of becomes the center of the area. I know that there are already projects funded by the city to revitalize the area. Your project will hinder the effectiveness of these future projects and development. By building industrial and transportation spaces right along the river, and taking over spaces adjacent to the river, this project will be a negative factor in the future development of the area. We need local parks, walking and bike paths instead of larger industrial train areas. In other words, another negative impact of the project will be to the potential of future projects and future development. I do not believe you listing "Aesthetics" as an adequate representation of all of these negative impacts. I hope that one day the Arts District is the Chealse, NYC of Los Angeles, with the LA River being the Highline of LA. This project jeopardizes future development and tax revenue for the city. Thank you!	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 01/08/18. Nick R. nickrab@gmail.com	<input checked="" type="checkbox"/>	Los Angeles
42 South Coast Air Quality Management District (SCAQMD)	Agency	NOP Round 2	01/05/18	Email	Air Quality	Mr. Liban, SCAQMD staff received the revised NOP for the proposed Division 20 Portal Widening/Turnback Facility (SCAQMD IGR Control Number: LAC180104-08). On November 14, 2017, IGR staff submitted timely comments on the original NOP (SCAQMD IGR Control Number: LAC171013-07), which is available at: http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/nop-division20portal-111417.pdf . Since the revised NOP is a result of acquisition of one property with no changes to the project description from the initial NOP, please advise if Metro, the Lead Agency for this project, will consider and evaluate SCAQMD staff's comments on the original NOP and include those comments in the administrative record. Thank you, Lijin Sun, J.D. Program Supervisor, CEQA IGR	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 01/29/18. Lijin Sun, J.D. Program Supervisor, CEQA IGR South Coast Air Quality Management District 21865 Copley Drive, Diamond Bar, CA 91765 Direct: (909) 396-3308 Fax: (909) 396-3324 LSun@aqmd.gov	<input checked="" type="checkbox"/>	Diamond Bar
43 Alexander Wikstrom	Interested Party	NOP Round 2	01/08/18	Email	Support	Dear Dr. Liban, I am a Central Los Angeles resident that makes frequent use of the Red and Purple lines. I am writing to approve of Metro's plans for the Division 20 Portal Widening and turnback tracks. I want the trains to run more frequently and prepare the system better for the Purple Line extension once it opens. I look forward to more projects like this to enhance Metro's service. Best, Alexander Wikstrom University of Southern California Master of Planning candidate wikstrom@usc.edu	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 01/29/18. Alexander Wikstrom University of Southern California Master of Planning candidate wikstrom@usc.edu	<input checked="" type="checkbox"/>	Los Angeles
44 Native American Heritage Commission (NAHC)	Stakeholder Group	NOP Round 2	01/09/18	Email	Cultural Resources	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency.	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 01/09/18. Gayle Totton Associate Governmental Program Analyst 916-373-3714 1550 Harbor Blvd., Ste 100 West Sacramento, CA 95691	<input checked="" type="checkbox"/>	West Sacramento
45 Olie Smith	Interested Party	NOP Round 2	01/29/18	Email	Support	I absolutely support making the Metro more efficient and faster. Thank you! Olie Smith	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 01/29/18. Olie Smith leftcoastolie@gmail.com	<input checked="" type="checkbox"/>	Unknown
46 California High Speed Rail Authority (CHSRA)	Agency	NOP Round 2	01/31/18	Email	General	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency.	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 02/15/18. Mark A. McLoughlin Director of Environmental Services 770 L St, Ste 620 Sacramento, CA 95814 916-403-6934 Mark.McLoughlin@hsr.ca.gov	<input checked="" type="checkbox"/>	Sacramento
47 James M. Okazaki	Interested Party	NOP Round 2	02/01/18	Email	Land Use and Planning & Transportation & Traffic	Cris, I had commented before about coordinating this Project with the West Santa Ana Branch LRT project, and that Metro should align the Tunnel for the WSAB project under the Division 20 yard, and daylight within the Yard east of Center St. In the latest briefing from Metro, and in their new plans, staff and consultants seem to have taken that concept to heart, and we appreciate that. In the revised NOP for the Division 20 Project, Metro intends to buy and reuse the 100-120 Center St. building. I am wondering in that case, if it makes sense to realign Center St. because there is a huge job at this location. Also, would you please consider installing a sidewalk on the east side of the street next to your new building. Thank you! James Okazaki (213) 249-3246	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 02/02/18. James Okazaki (213) 249-3246 jokazaki@sbcglobal.net	<input checked="" type="checkbox"/>	Unknown
48 Rail Passenger Association of California (RPAC)	Stakeholder Group	NOP Round 2	02/01/18	Email	Scope	Subject: Comments on Red Line Portal Any change to the Red Line configuration east of Los Angeles Union Station ("LAUS") should be designed and constructed to allow for a future station at First Street. It will soon be recognized that a station at First Street, connecting Metrolink, Amtrak, Gold Line and Red Line will become a necessity especially during upgrading and modernizing LAUS. Such a link would be time saving and convenient for many passengers. Paul J Dyson President, Rail Passenger Association of California pdyson@railpac.org	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 02/02/18. Paul J Dyson President, Rail Passenger Association of California pdyson@railpac.org	<input checked="" type="checkbox"/>	Unknown
49 Little Tokyo Community Council (LTCC)	Stakeholder Group	NOP Round 2	02/02/18	Email	General, Land Use and Planning, & Transportation and Traffic	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency.	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 02/02/18. Kristin Fukushima Managing Director Little Tokyo Community Council T: (562) 895-3295 E: kristin@littletokyo.org www.littletokyo.org www.sustainablelittletokyo.org	<input checked="" type="checkbox"/>	Los Angeles
50 Little Tokyo Service Center (LTSC)	Stakeholder Group	NOP Round 2	02/02/18	Email	General, Land Use and Planning, & Transportation and Traffic	See attachments. Original file attached as well as renamed version and email thread for records and comment file name consistency.	Included in Public Scoping Summary Report - February 2018	Metro	Message forwarded from Andrina Dominguez to AA Team on 02/02/18. Ray Fukuda Little Tokyo Project Manager and Planner 213-473-1609 rfukuda@ltscc.org LITTLE TOKYO SERVICE CENTER 231 E Third Street G-106 Los Angeles, CA 90013 www.ltscc.org	<input checked="" type="checkbox"/>	Los Angeles

Stakeholder	Stakeholder Type	Project Phase	Date Received	Source	Category	Issue / Comment	Follow up Action	Lead	Notes	Database	Location
Fukui Mortuary c/o Little Tokyo Community Council (LTCC)	Stakeholder Group	NOP Round 2	02/09/18	Email	General, Land Use and Planning, & Transportation and Traffic	<p>We are writing on behalf of Fukui Mortuary as well as the Community for which we have supported by serving the Japanese population upon the loss of a loved one at a time when no other funeral home would service us because of who we were. We have endured for 100 years by being an integral part of the growth of the Little Tokyo Community not just by serving their needs but by also supporting all organizations, churches, Temples and affiliates large and small.</p> <p>As a Little Tokyo stakeholder, and a historic neighbor that has endured many years of Metro construction including the Gold Line and the Regional Connector, we have seen many businesses close down due to the impacts of construction and real estate speculation. Many of these businesses were also Japanese-American owned that had also had a very rich history in shaping our community. So, given that, our main request with the Division 20 project is that it mitigate the construction impacts thoroughly. For example, we recommend the project include a Business Mitigation Fund for the small businesses and institutions nearby. We are particularly thoughtful of our neighborhood institutions including but not limited to Nishi Hongwanji Buddhist Temple (815 E. 1st St. Los Angeles, CA 90012), Fukui Mortuary (707 E Temple St. Los Angeles, CA 90012), and Upper Crust Enterprises, Inc. (411 Center St. Los Angeles, CA 90012).</p> <p>Furthermore, we would like to be informed about the impacts of the purchase/acquisition of 100-120 N Santa Fe Ave. Los Angeles, CA 90012 and whether or not this would preclude WSAB being able to build an alternative route that would avoid Vignes to minimize impact to our community serving legacy businesses and temple. As a reminder we are recommending that the WSAB subway alignment daylight in the Metro property east of Center and not on Center or on Vignes, in order to minimize impact to the aforementioned institutions/community serving businesses.</p> <p>Sincerely, Gerald Fukui, President Fukui Mortuary</p>	Included in Public Scoping Summary Report - February 2018	Metro	<p>Message forwarded from Andrina Dominguez to AA Team on 02/09/18.</p> <p>Gerald Fukui Fukui Mortuary geraldfukui@gmail.com</p> <p>c/o Kristin Fukushima Managing Director</p> <p>Little Tokyo Community Council T: (562) 895-3295 E: kristin@littletokyo.org www.littletokyo.org www.sustainablelittletokyo.org</p>	<input checked="" type="checkbox"/>	Los Angeles