2. CORRECTIONS AND ADDITIONS

As required by Section 15088(d) of the CEQA Guidelines, this chapter provides corrections or clarifications to the Draft EIR. None of the corrections and additions constitute significant new information or substantial project changes, as defined by Section 15088.5 of the CEQA Guidelines, and thus, recirculation of the Draft EIR is not required. The changes to text and graphics contained in the Draft EIR are indicated below under the corresponding Draft EIR section heading. Deletions are shown in ~~strikeout~~ text and additions in <u>underlined</u> text.

EXECUTIVE SUMMARY

The second objective under the Project Objectives heading on page ES-3 has been revised as follows:

> Provide new tracks and ~~switches~~ <u>turnouts</u> that will allow trains to provide faster service times at Union Station.

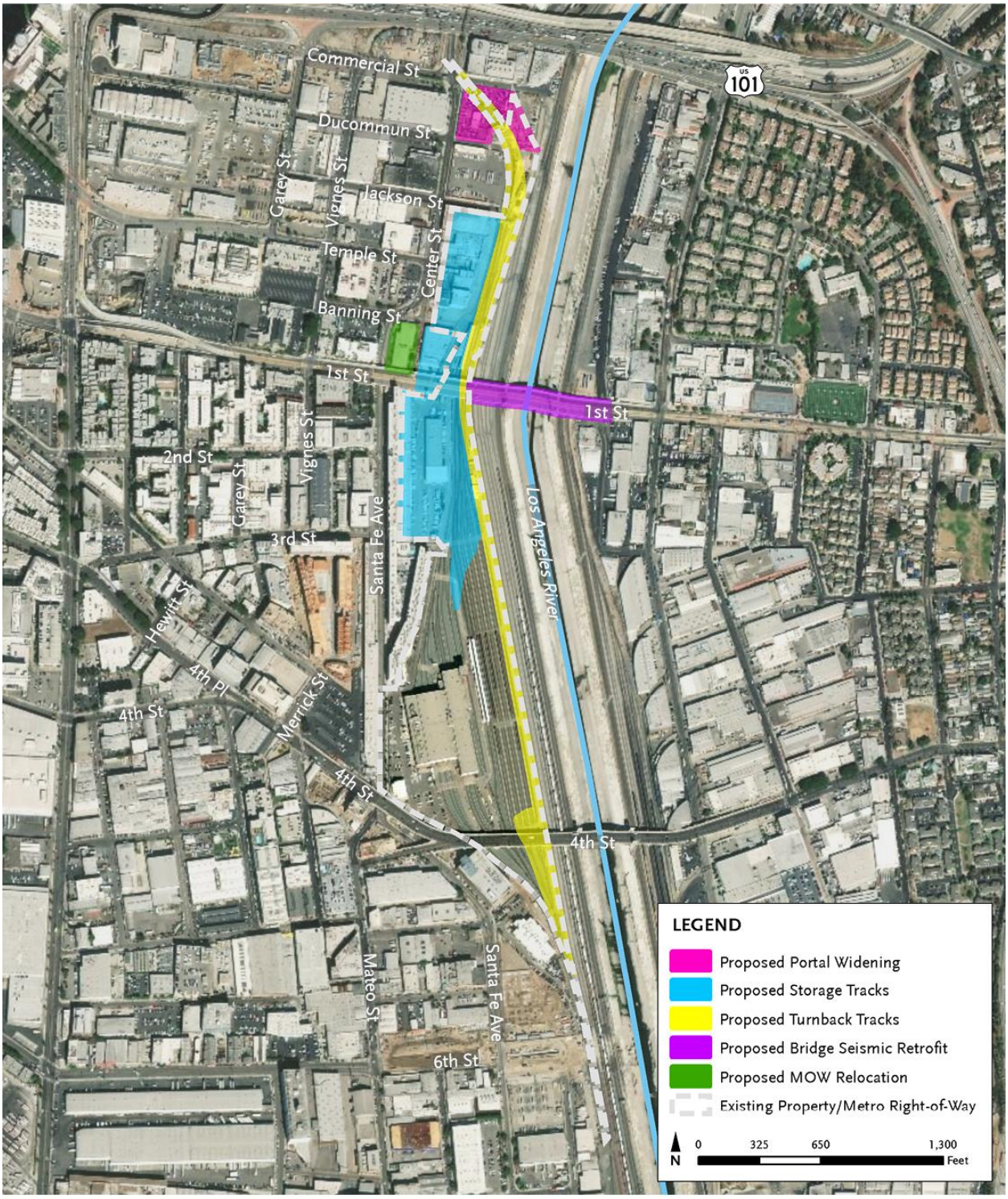
The first paragraph under the Project History heading on page ES-3 has been revised as follows:

> In order to accommodate increased service levels on the Metro Red and Purple Lines, Metro is planning critical facility improvements including the widening of the heavy rail tunnel portal south of the U.S. Highway 101 (US-101) freeway and the introduction of a turnback facility in the Division 20 Rail Yard. With these improvements, new tracks and ~~switches~~ <u>turnouts</u> would allow trains to turn around more quickly at Union Station. Non-revenue Metro Red and Purple Line trains currently proceed underground south of Union Station and emerge ~~at-grade~~ <u>at grade</u> through the portal just south of the US-101 freeway before entering a complex set of ~~switches~~ <u>turnouts</u> in the main Rail Yard.

The first bullet in the right column on page ES-4 has been revised as follows:

- Widening the tunnel portal that currently connects the Metro Red and Purple Lines to the Rail Yard, including construction of a <u>column in the portal area and a</u> new ventilation shaft building<u>;</u>

The figure (Project Components) on page ES-5 has been revised as follows to indicate the correct limits of construction work on the 1st Street Bridge:



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

Source: Terry A. Hayes Associates Inc., 2018.

The first two sentences regarding the Cultural Resources (Historical Resources) under the Significant and Unavoidable Impacts heading on page ES-7 have been revised as follows:

> The Citizens Warehouse/Lysle Storage Company building is considered a historical resource under CEQA. The Proposed Project includes mitigation to preserve and protect approximately 24,000 ~~20,000~~ square feet of floor area on three floors (including a basement) of the extant portion of the building, including the Art Dock and the frontage facing Center Street. In addition, as required by Mitigation Measure **CR-3**, Metro will preserve the opportunity to expand the extant portion of the historical resource to the south to provide an additional 2,700 square feet of floor area on three floors (including a basement). This will amount to a total floor area for potential future reuse and historic rehabilitation to approximately 26,700 square feet.

Mitigation Measure **CR-3** in Table ES-1 on page ES-8 has been revised as follows:

CR-3 Metro shall do the following to minimize impacts to the Citizens Warehouse/Lysle Storage Company building:

A. Metro shall ~~prepare and implement a plan to~~ retain and stabilize approximately 24,000 ~~20,000~~ square feet of floor area of the extant portion of the Citizens Warehouse/Lysle Storage Company building along Center Street (8,000 ~~10,000 sf~~ square feet per story on the basement, the ground floor, and the second floor), including the former location of the Art Dock, for potential future reuse.

1. Stabilization of the remaining portions of the building to remain shall be designed and conducted in a manner consistent with the applicable SOI's Standards. The stabilization design ~~plan~~ shall be prepared prior to commencement of any of the Proposed Project's construction activities that could adversely affect the Citizens Warehouse/Lysle Storage Company building.
2. In order to preserve the maximum amount of historic materials comprising the floors and ceiling joists, Metro shall saw-cut through the first floor, second floor, and roof along the eastern side to be stabilized.
3. Demolition of the eastern portion of the building may not occur until after the stabilization (item A.1) and saw-cut (item A.2) are complete.
4. Brick exterior cladding material, windows, and other character-defining materials and features obtained from the demolition of the eastern wall of the Citizens Warehouse/Lysle Storage Company building shall be salvaged and stored so that those original materials can be re-used to clad the southern façade of the existing building or to clad any proposed Pickle Works replication addition to the south.

B. Metro shall consult with the Arts District community to identify an appropriate future use for the Citizens Warehouse/Lysle Storage Company building. Renovations to accommodate the new use shall not preclude the building's eligibility to be considered as a City of Los Angeles Historic-Cultural Monument.

C. Upon identification of an appropriate future use for the Citizens Warehouse/Lysle Storage Company building, Metro shall develop an adaptive reuse plan in consultation with the Los Angeles Conservancy and the City of Los Angeles Office of Historic Resources. The adaptive reuse plan shall:

1. Develop an adaptive reuse design for historic rehabilitation consistent with the SOI's Standards for Rehabilitation to a total of up to approximately 26,700 square feet of floor area.

    a. The adaptive reuse design shall include replication of the original southern façade of the former Pickle Works building to the maximum extent possible.

    b. The adaptive reuse plan shall be developed by Metro in consultation with the Los Angeles Conservancy and the City of Los Angeles Office of Historic Resources to ensure that adequate guidance is in place for historic rehabilitation principles to be incorporated into the needs of potential future reuse.

    c. Metro shall obtain the services of a firm specializing in historic preservation rehabilitation projects to provide guidance for development of the plan.

D. Metro shall do the following to enable the Cultural Heritage Commission's consideration of the Citizens Warehouse/Lysle Storage Company as a City of Los Angeles Historic-Cultural Monument:

1. Ensure the following character-defining features are preserved in the adaptive reuse design along the north and west elevations to convey the building's association with the Los Angeles Arts District during the 1970s and 1980s:

    a. Common-bond brick work
    b. Patterned but irregular spacing of fenestration and openings
    c. Segmentally arched windows of variegated dimensions
    d. Four-part corbelling at west and north elevation rooflines
    e. Ceramic insulators affixed to west elevation
    f. Sawtooth element at roof
    g. Recessed wood-frame multi-light windows
    h. Faux shutters and planters
    i. The Art Dock bay, located at 112 Center Street (west elevation, second dock from north)
    j. Elevated single-bay loading docks
    k. Basement windows
    l. Stucco-capped stepped parapets at the roofline

2. Apply to the City of Los Angeles Office of Historic Resources and Cultural Heritage Commission for their consideration of the Citizens

Warehouse/Lysle Storage Company to be designated as a City of Los Angeles Historic-Cultural Monument.

a. The application shall base the statement of significance on the building's association with the Los Angeles Arts District during the 1970s and 1980s under Criterion 1: Is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community.

b. The nomination for Historic-Cultural Monument status would be prepared after the stabilization is complete.

E. Metro shall preserve the opportunity to expand the Citizens Warehouse/Lysle Storage Company building towards the 1st Street Bridge to provide up to approximately 2,700 square feet of floor area (900 square feet per story on the basement, the ground floor, and the second floor). The determination whether to expand the building towards the 1st Street Bridge shall be made by Metro in consultation with the Arts District community, the Los Angeles Conservancy, and the City of Los Angeles Office of Historic Resources.

1. Any expansion of the building towards the 1st Street Bridge area shall be conducive to replicating the appearance of the no-longer extant portion of the former Pickle Works building built in 1888, which was demolished by a different entity for a previous project – the widening of the 1st Street Bridge.

F. A certificate of occupancy shall be recorded on the property for the future reuse within five years of Metro's purchase of the property from the City.

Mitigation Measure **CR-9** in Table ES-1 on page ES-11 has been revised as follows:

CR-9 In the event that human remains, as defined above, are encountered at the Project Site, procedures specified in the Health and Safety Code Section 7050.5, Public Resources Code Section 5097.98, and the ~~California Code of Regulations~~ CEQA Guidelines Section 15064.5(e) shall be followed. In this event, all work within 100 feet (30 meters) of the burial shall cease, and any necessary steps to ensure the integrity of the immediate area shall be taken. This shall include establishment of a temporary Environmentally Sensitive Area (ESA) marked with stakes and flagging tape around the find and 100-foot buffer. The Los Angeles County Coroner shall be immediately notified. The Coroner must then determine whether the remains are Native American. Work shall continue to be diverted while the Coroner determines whether the remains are Native American. Should the Coroner determine that the remains are Native American, the Coroner has 24 hours to notify the NAHC, who shall in turn, notify the person they identify as the most likely descendent (MLD) of any human remains. Further actions shall be determined in consultation with the MLD. Upon being granted access to the site, the ~~The~~ MLD has 48 ~~24~~ hours ~~following notification from the NAHC~~ to make recommendations regarding the treatment or disposition of the remains of the discovery. If requested by the MLD,

measures shall be taken to the extent feasible to preserve and protect the remains in situ. If preservation in place is not feasible in light of such factors as the nature of the find, the Proposed Project design, costs, and other considerations, the appropriate treatment, reburial, or repatriation of the remains shall be determined in consultation with the MLD. If the MLD does not make recommendations within 48 ~~24~~ hours of being granted access to the site, Metro shall, with appropriate dignity, re-inter the remains in an area of the property secure from further disturbance. Alternatively, if Metro does not accept the MLD's recommendations, Metro or the MLD may request mediation by the NAHC. The location of the remains shall be kept confidential and secured from disturbances and looting until the appropriate treatment has been identified and implemented. No information regarding the discovery of human remains shall be publicized.

The third bullet of Mitigation Measure **NV-1** in Table ES-1 on page ES-12 has been revised as follows:

- Idling of construction equipment shall be restricted to a maximum of five minutes in accordance with Title 13, Section 2485 of the California Code of Regulations, except as provided in the exceptions to the applicable California Air Resources Board regulations regarding idling; ~~Equipment shall not idle when not in use;~~

CHAPTER 2.0 PROJECT DESCRIPTION

The first paragraph of Section 2.2 Project History on page 2-3 has been revised as follows:

In order to accommodate increased service levels on the Metro Red and Purple Lines, Metro is planning critical facility improvements including the widening of the heavy rail tunnel portal south of the US-101 freeway and the introduction of a turnback facility in the Division 20 Rail Yard. With these improvements, new tracks and ~~switches~~ turnouts would allow trains to turn around more quickly at Union Station. Non-revenue Metro Red and Purple Line trains currently proceed underground south of Union Station and emerge ~~at-grade~~ at grade through the portal just south of the US-101 freeway before entering a complex set of ~~switches~~ turnouts in the main Rail Yard.

The second objective of Section 2.3.1 Project Objectives on page 2-4 has been revised as follows:

Provide new tracks and ~~switches~~ turnouts that will allow trains to provide faster service times at Union Station.

The first bullet on page 2-6 has been revised as follows:

- Widening the tunnel portal that currently connects the Metro Red and Purple Lines to the Rail Yard, including construction of a column in the portal area and a new ventilation shaft building;

Figure 2.3 (Project Components) on page 2-7 has been revised to match the revised map on page ES-5 to indicate the correct limits of construction work on the 1st Street Bridge.

The second sentence of the fifth paragraph on page 2-8 has been revised as follows:

> The ventilation shaft building would ~~begin approximately 30 feet below grade and extend 13 feet above grade on the eastern~~ be 42 feet long, 70 feet wide, and 32 feet tall, and be located on the southeastern end of Commercial Street. The minimum height required for the exhaust shaft is 32 feet. The building would be connected to the tunnel portal by a concrete ventilation duct (or tunnel) that would protrude above the existing grade by approximately 16 feet.

The following paragraph has been added after the fifth paragraph on page 2-8:

> The Transit and Intercity Rail Capital Program (TIRCP) grant for funding the Proposed Project states that the Project must be designed and constructed consistent with the needs of future services sponsored by the California Department of Transportation including high-speed rail service within the Los Angeles to Anaheim corridor. Accordingly, the portal widening would include the construction of a column to support a potential future high-speed rail elevated structure.[1] The column would be located between Metro rail tracks and would extend approximately 15 to 17 feet above the existing grade.

The first sentence of Section 2.3.3.2 Storage Tracks on page 2-8 has been revised as follows:

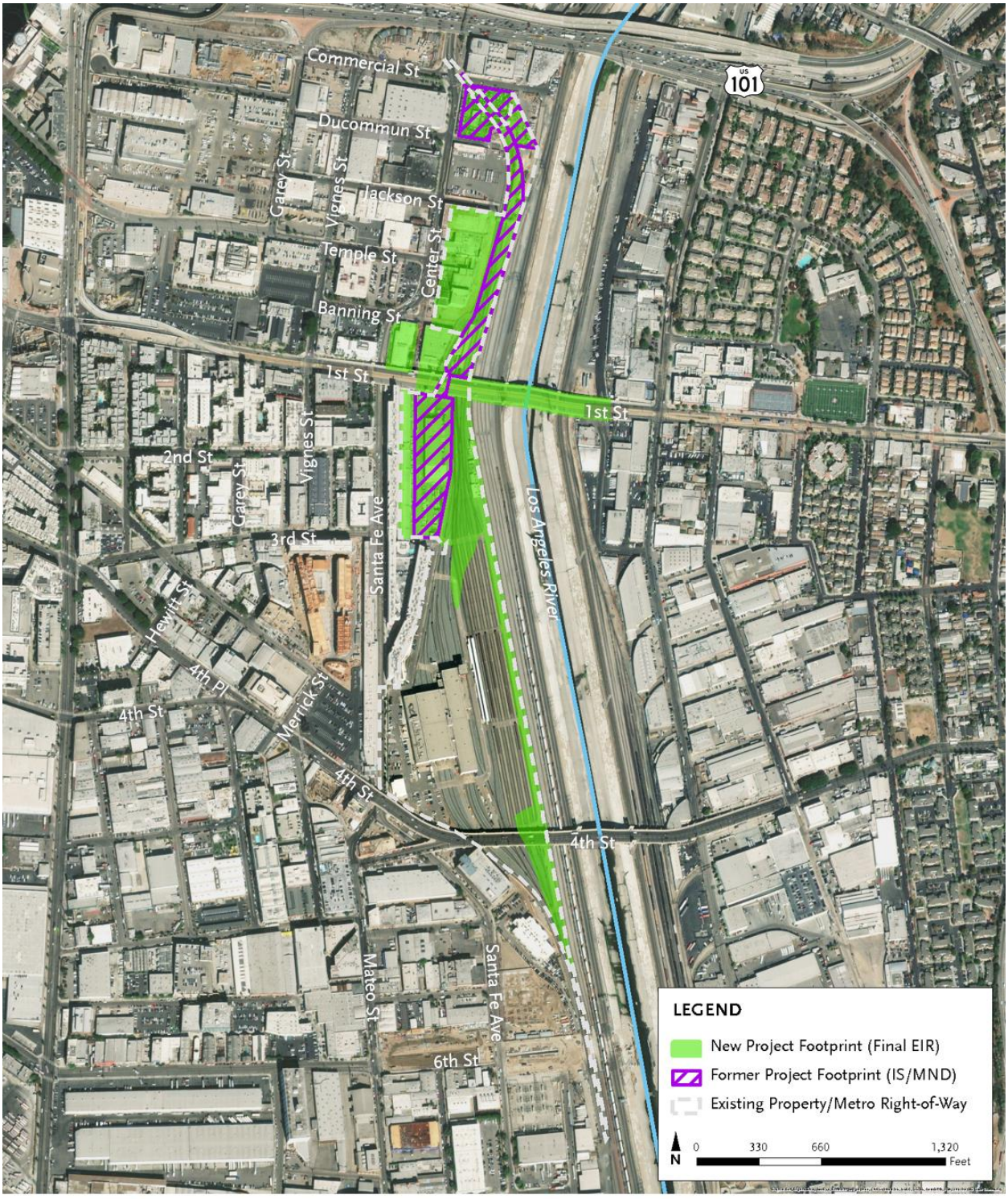
> Construction of the turnback facility would remove existing storage tracks that serve 56 ~~trains~~ train cars to accommodate fleet expansion and require new storage tracks that serve 120 train cars (60 in the north and 60 in the south) in their place.

The last sentence of the first paragraph on page 2-10 has been revised as follows:

> The ~~westernmost~~ 1st Street Bridge piers and part of the superstructure would also need to be removed or modified to increase operational flexibility, ~~and~~ provide access to ~~the~~ new storage tracks, and provide resistance to seismic activity.

Figure 2.4 (Modifications to Project Footprint since IS/MND) on page 2-9 has been revised as follows to indicate the correct limits of construction work on the 1st Street Bridge:

[1] The Proposed Project and the Los Angeles to Anaheim High-Speed Rail Project have independent utility and are proceeding subject to separate environmental clearance and approval processes by separate agencies (Metro and the California High-Speed Rail Authority). It is anticipated that the environmental clearance process and construction of the Proposed Project, if approved, would be completed well in advance of the high-speed rail project. If the column were constructed as part of the high-speed rail project after the Proposed Project is completed and operational, long-term closure of the Metro Red and Purple Lines would be required to accommodate high-speed rail construction and additional costs would be incurred by the California High-Speed Rail Authority. Therefore, construction of the column as part of the Proposed Project is required to avoid these potential disruptions to Metro rail service and additional costs. As described in this Final EIR, the addition of the column would not cause any new or substantially more significant adverse environmental impacts than those disclosed for the Proposed Project in the Draft EIR.



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

Source: Terry A. Hayes Associates Inc., 2018.

The last sentence of Section 2.3.3.6 Security and Site Access on page 2-12 has been revised as follows:

> The Proposed Project would support approximately 620 total employees, taking into account the number of employees moving from the demolished MOW Location 61A building~~, and adequate parking would be available in the existing surface parking lot~~. The majority of employee parking would be provided in the existing surface parking lot. In addition, the Proposed Project would develop a portion of the LAPD Viertel's Central Division Police Garage property with 56 vehicle parking spaces and eight bicycle parking spaces. The vehicle parking spaces will include seven spaces for electric vehicles and three spaces for people with disabilities.

SECTION 3.1 AESTHETICS

The first sentence in the first paragraph under the Operations subheading on page 3.1-22 has been revised as follows:

> The Proposed Project would widen the tunnel portal that connects the Metro Red and Purple Lines to the Rail Yard, construct a new ventilation shaft building, construct a concrete column in the portal area, modify the Citizens Warehouse/Lysle Storage Company building, construct new storage tracks, reconfigure existing tracks to accommodate a turnback facility, modify piers and superstructures on the ~~western portion of the~~ 1st Street Bridge, and vacate the portions of Jackson Street, Banning Street, and Ducommun Street east of Center Street.

The second sentence in the last paragraph on page 3.1-22 has been revised as follows:

> The minimum height required for the exhaust shaft is 32 feet.

The following paragraph has been added after the first full paragraph on page 3.1-23:

> The column would extend approximately 15 to 17 feet above the bottom of the portal but only approximately five feet above the top of the portal wall. The column would be lower than the second floor of the future four-story ESOC building. Because it would be shorter than all surrounding buildings, the column would only be visible from Commercial Street and Center Street, where views are not currently sensitive. Thus, the introduction of the column would not substantially degrade the existing visual character or quality of the Project Site and its surroundings.

The third and fourth sentences of the fifth paragraph on page 3.1-23 have been revised as follows:

> In the case of the Citizens Warehouse/Lysle Storage Company building, the northern and western façades and approximately 24,000 ~~10,000~~ square feet of the existing building's ~~footprint~~ floor area would be protected and preserved. In addition, as required by Mitigation Measure CR-3, Metro will preserve the opportunity to expand the extant portion of the historical resource to the south to provide an additional 2,700 square feet of floor area on three floors (including a basement). This will amount to a total floor area for

potential future reuse and historic rehabilitation of approximately 26,700 square feet. Modifications ~~All modifications~~ would occur on the building's eastern/back side, where the building is already adjacent to the rail yard, and the southern side adjacent to the 1st Street Bridge.

The first paragraph of page 3.1-26 has been revised as follows:

Modifications to the 1st Street Bridge would only be made to its superstructures and piers ~~on the portion to the west of the Los Angeles River~~, which can only be viewed in detail from three areas. The first of these areas is a limited number of residential units in the adjacent OSF. The other two more frequently traversed areas from which the 1st Street Bridge modifications can be viewed are:

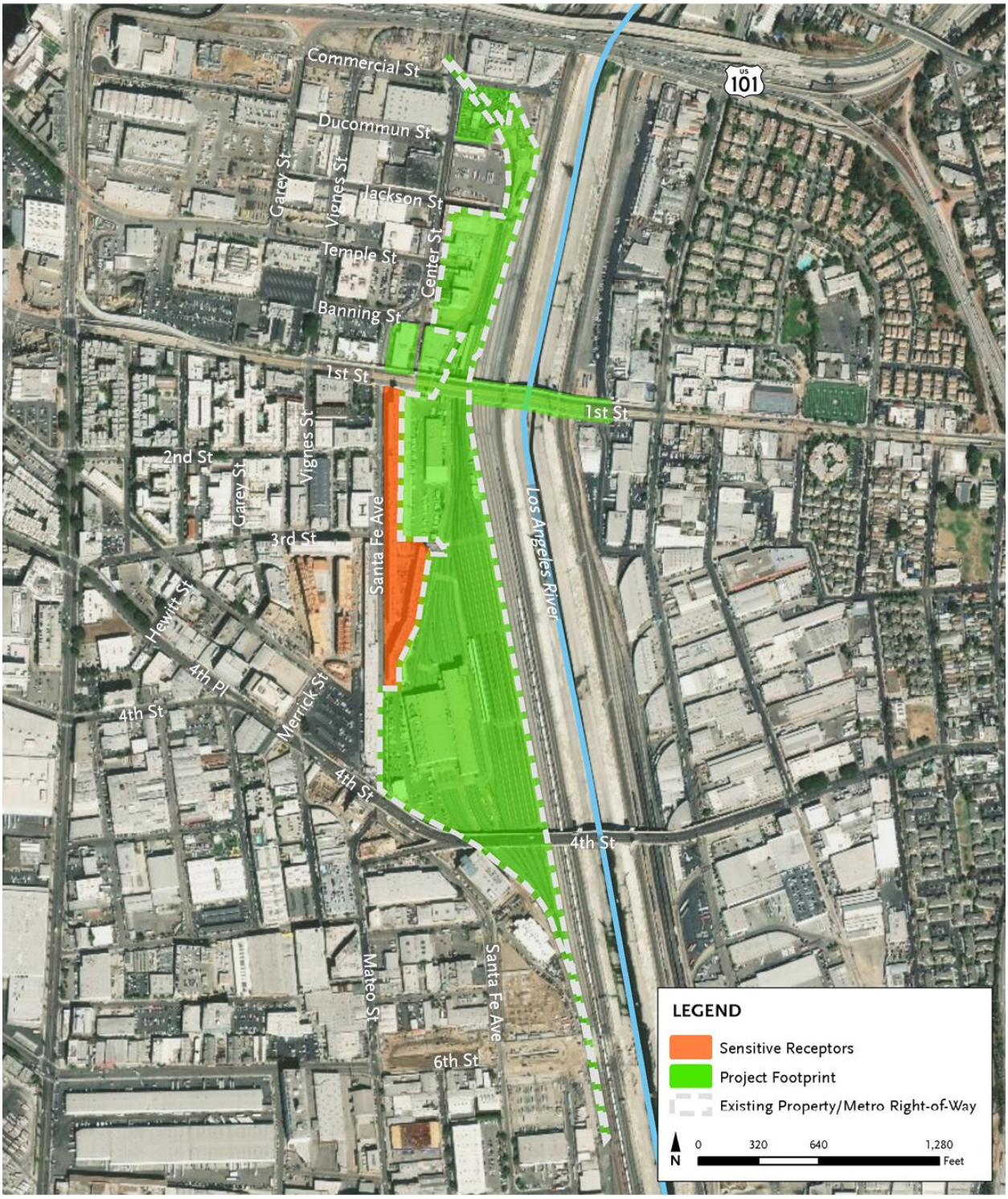
- The 4th Street Bridge, approximately 0.4 miles south of the 1st Street Bridge. However, Figure 3.1.22 shows that this view is limited from this distance. Furthermore, all the 1st Street Bridge's piers are in the shadow of the Bridge's surface, and their proposed modifications would not be visible from this vantage point.
- The Amtrak/Metrolink trains that travel along the west bank of the Los Angeles River, albeit for a short duration. The main bridge modification visible from the moving Amtrak/Metrolink trains would be the infill of the piers' arches. The infill of the arches is a regulatory requirement for the purposes of seismic retrofitting outdated infrastructure and would be consistent in appearance with the piers that were modified when the 1st Street Bridge was widened to accommodate the Metro Gold Line.

SECTION 3.2 AIR QUALITY

The fourth sentence of the second paragraph on page 3.2-13 has been revised as follows:

The Green Construction Policy includes requirements for off-road construction equipment to meet Tier 4 off-road emission standards at a minimum; for ~~where feasible or be outfitted with Best Available Control Technology (BACT) devices certified by CARB;~~ on-road heavy-duty diesel trucks or equipment with a gross vehicle weight rating of 19,500 pounds or greater to comply with USEPA 2007 on-road emission standards for PM and NOx; and for the utilization of grid-based electric power at any construction site where feasible.

Figure 3.2.2 (Sensitive Receptor Locations) on page 3.2-17 has been revised as follows to indicate the correct limits of construction work on the 1st Street Bridge:



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

Source: Terry A. Hayes Associates Inc., 2018.

The third and fourth sentences of the first full paragraph on page 3.2-22 have been revised as follows:

> The 100-foot long pile with 10-foot diameter would require 290 cubic yards of soil export. Overlapping activities could generate up to 60 ~~50~~ truck trips per day, including activities associated with constructing the High-Speed Rail supporting column.

Table 3.2.5 (Maximum Daily Emissions - Proposed Project Construction) on page 3.2-23 has been revised as follows:

Table 3.2.5. Maximum Daily Emissions – Proposed Project Construction

Phase	Daily Emissions (Pounds Per Day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
DEMOLITION & PORTAL WIDENING						
On-Site Emissions	0.6	2.5	31.0	0.1	1.3	0.3
Off-Site Emissions	0.7	9.6	5.6	<0.1	1.4	0.4
Total	**1.3**	**12.2**	**36.6**	**0.1**	**2.7**	**0.7**
EXCAVATION & GRADING						
On-Site Emissions	0.8	3.3	33.0	0.1	3.5	1.5
Off-Site Emissions	0.9	15.8	7.0	<0.1	2.6	0.7
Total	**1.7**	**19.1**	**40.0**	**0.1**	**6.1**	**2.2**
INSTALLATION OF STORAGE TRACKS AND MOW BUILDING RENOVATIONS						
On-Site Emissions	0.5	4.0	24.0	<0.1	0.1	0.1
Off-Site Emissions	0.5	4.5	4.4	<0.1	1.1	0.3
Total	**1.0**	**8.5**	**28.4**	**<0.1**	**1.2**	**0.4**
INSTALLATION OF HIGH-SPEED RAIL COLUMN						
On-Site Emissions	0.2	0.9	7.1	<0.1	<0.1	<0.1
Off-Site Emissions	0.1	2.9	1.1	<0.1	0.3	0.1
Total	**0.3**	**3.8**	**8.2**	**0.1**	**0.3**	**0.1**
CONSTRUCTION OF TURNBACK FACILITIES						
On-Site Emissions	0.4	3.2	19.0	<0.1	<0.1	<0.1
Off-Site Emissions	0.4	3.9	3.8	<0.1	1.0	0.3
Total	**0.8**	**7.1**	**22.7**	**<0.1**	**1.1**	**0.3**
REGIONAL ANALYSIS						
Maximum Regional Daily Emissions	**1.7**	**19.1**	**40.0**	**0.1**	**6.1**	**2.1**
Regional Significance Threshold	75	100	550	150	150	55
Exceed Regional Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Maximum Possible Overlap – Regional	**3.3** ~~3.0~~	**35.1** ~~31.3~~	**84.8** ~~76.6~~	0.2	**9.1** ~~8.8~~	**3.0** ~~2.9~~
Regional Significance Threshold	75	100	550	150	150	55
Exceed Regional Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Phase	Daily Emissions (Pounds Per Day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
LOCALIZED ANALYSIS						
Maximum Localized Daily Emissions	--	**4.0**	**33.0**	--	**3.5**	**1.5**
Localized Significance Threshold	--	108	1,048	--	8	5
Exceed Localized Threshold?	--	**No**	**No**	--	**No**	**No**
Maximum Possible Overlap – Localized	--	**8.2** ~~**7.3**~~	**71.1** ~~**64.0**~~	--	**4.8**	**1.8**
Localized Significance Threshold	--	108	1,048	--	8	5
Exceed Localized Threshold?	--	**No**	**No**	--	**No**	**No**

The first four sentences of the first paragraph on page 3.2-24 have been revised as follows:

> The Proposed Project would generate operational emissions related to employee trips and the use of cleaning compounds for maintenance activities. There would be approximately 107 additional employees at the Project Site after completion of the Proposed Project. Employees would arrive through a combination of single-occupancy vehicles, carpools, and public transit. As previously discussed, related emissions would not be significant. Conservatively assuming that all additional employees would commute individually, the 107 daily vehicle trips would generate daily emissions of approximately 1.0 pounds VOC, 0.7 pounds NO_X, 9.3 pounds CO, less than 0.1 pounds SO_X, 0.4 pounds PM_{10}, and 0.2 pounds $PM_{2.5}$. Consumer product use would result in an increase of approximately 8.8 pounds per day VOC resulting in a total of approximately 10 pounds per day VOC. Daily mass emissions are substantially below the applicable SCAQMD thresholds.

SECTION 3.3 CULTURAL RESOURCES

The first sentence on page 3.3-5 has been revised as follows:

> By Ordinance Number ~~178, 402~~185,472, effective ~~on April 2, 2007~~as of April 4, 2018, the Los Angeles Cultural Heritage Commission is tasked with performing functions relating to historic and cultural preservation of ~~cites~~ sites, buildings, or structures that embody the heritage, history, and culture of the City (Section 22.171).

The fourth sentence of the Construction impact analysis on page 3.3-19 has been revised as follows:

> As part of the Proposed Project~~'s~~, a seismic retrofit evaluation is required and additional interior arch bays will need to be ~~in-filled~~ infilled for certain bents following the same procedure used during the 1990s retrofit.

The first sentence on page 3.3-20 in Section 3.3 Cultural Resources has been rephrased as follows:

> Section 6.4 Alternatives to the Proposed Project on page 6-3 in Chapter 6.0 Alternatives ~~Chapter 6.1~~ provides a discussion of two site design alternatives that would avoid or minimize impacts.

The first two sentences of the second paragraph on page 3.3-23 has been revised as follows:

> During construction, the westernmost 24,000 square feet of the Citizens Warehouse/Lysle Storage Company building's floor area (approximately 8,000 square feet on three stories, including a basement) would be stabilized by a temporary wall to protect and preserve them in place. The ~~the~~ eastern portion of the ~~remaining buildings~~ building, along the railroad tracks and the Los Angeles River, would be demolished.~~, and then stabilized by a temporary, two-story wall. The westernmost 20,000 square feet along Center Street (10,000 square feet per story) would be stabilized and preserved in place.~~

Mitigation Measure **CR-3** on page 3.3-24 has been revised as follows:

> **CR-3** Metro shall do the following to minimize impacts to the Citizens Warehouse/Lysle Storage Company building:
>
> **A.** Metro shall ~~prepare and implement a plan to~~ retain and stabilize approximately 24,000 ~~20,000~~ square feet of floor area of the extant portion of the Citizens Warehouse/Lysle Storage Company building along Center Street (8,000 ~~10,000 sf~~ square feet per story on the basement, the ground floor, and the second floor), including the former location of the Art Dock, for potential future reuse.
>
> 1. Stabilization of the remaining portions of the building to remain shall be designed and conducted in a manner consistent with the applicable SOI's Standards. The stabilization design ~~plan~~ shall be prepared prior to commencement of any of the Proposed Project's construction activities that could adversely affect the Citizens Warehouse/Lysle Storage Company building.
> 2. In order to preserve the maximum amount of historic materials comprising the floors and ceiling joists, Metro shall saw-cut through the first floor, second floor, and roof along the eastern side to be stabilized.
> 3. Demolition of the eastern portion of the building may not occur until after the stabilization (item A.1) and saw-cut (item A.2) are complete.
> 4. Brick exterior cladding material, windows, and other character-defining materials and features obtained from the demolition of the eastern wall of the Citizens Warehouse/Lysle Storage Company building shall be salvaged and stored so that those original materials can be re-used to clad the southern façade of the existing building or to clad any proposed Pickle Works replication addition to the south.

B. Metro shall consult with the Arts District community to identify an appropriate future use for the Citizens Warehouse/Lysle Storage Company building. Renovations to accommodate the new use shall not preclude the building's eligibility to be considered as a City of Los Angeles Historic-Cultural Monument.

C. Upon identification of an appropriate future use for the Citizens Warehouse/Lysle Storage Company building, Metro shall develop an adaptive reuse plan in consultation with the Los Angeles Conservancy and the City of Los Angeles Office of Historic Resources. The adaptive reuse plan shall:

1. Develop an adaptive reuse design for historic rehabilitation consistent with the SOI's Standards for Rehabilitation to a total of up to approximately 26,700 square feet of floor area.

    a. The adaptive reuse design shall include replication of the original southern façade of the former Pickle Works building to the maximum extent possible.

    b. The adaptive reuse plan shall be developed by Metro in consultation with the Los Angeles Conservancy and the City of Los Angeles Office of Historic Resources to ensure that adequate guidance is in place for historic rehabilitation principles to be incorporated into the needs of potential future reuse.

    c. Metro shall obtain the services of a firm specializing in historic preservation rehabilitation projects to provide guidance for development of the plan.

D. Metro shall do the following to enable the Cultural Heritage Commission's consideration of the Citizens Warehouse/Lysle Storage Company as a City of Los Angeles Historic-Cultural Monument:

1. Ensure the following character-defining features are preserved in the adaptive reuse design along the north and west elevations to convey the building's association with the Los Angeles Arts District during the 1970s and 1980s:

    a. Common-bond brick work
    b. Patterned but irregular spacing of fenestration and openings
    c. Segmentally arched windows of variegated dimensions
    d. Four-part corbelling at west and north elevation rooflines
    e. Ceramic insulators affixed to west elevation
    f. Sawtooth element at roof
    g. Recessed wood-frame multi-light windows
    h. Faux shutters and planters
    i. The Art Dock bay, located at 112 Center Street (west elevation, second dock from north)
    j. Elevated single-bay loading docks

k. Basement windows
l. Stucco-capped stepped parapets at the roofline

2. Apply to the City of Los Angeles Office of Historic Resources and Cultural Heritage Commission for their consideration of the Citizens Warehouse/Lysle Storage Company to be designated as a City of Los Angeles Historic-Cultural Monument.

a. The application shall base the statement of significance on the building's association with the Los Angeles Arts District during the 1970s and 1980s under Criterion 1: Is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community.

b. The nomination for Historic-Cultural Monument status would be prepared after the stabilization is complete.

E. Metro shall preserve the opportunity to expand the Citizens Warehouse/Lysle Storage Company building towards the 1st Street Bridge to provide up to approximately 2,700 square feet of floor area (900 square feet per story on the basement, the ground floor, and the second floor). The determination whether to expand the building towards the 1st Street Bridge shall be made by Metro in consultation with the Arts District community, the Los Angeles Conservancy, and the City of Los Angeles Office of Historic Resources.

1. Any expansion of the building towards the 1st Street Bridge area shall be conducive to replicating the appearance of the no-longer extant portion of the former Pickle Works building built in 1888, which was demolished by a different entity for a previous project – the widening of the 1st Street Bridge.

F. A certificate of occupancy shall be recorded on the property for the future reuse within five years of Metro's purchase of the property from the City.

Page 3.3-24 has been revised to insert the following language after the listing of Mitigation Measure **CR-3**:

Secondary Impacts

Mitigation Measure **CR-3** commits Metro to preserving and reoccupying the Citizens Warehouse/Lysle Storage Company building. Construction and operational activities would be subject to the mitigation measures included in the EIR and any additional mitigation measures to be adopted as part of the future reuse project's separate environmental review. Implementation of Mitigation Measure **CR-3** is not expected to result in impacts that were not identified in the EIR. As a whole, daily construction equipment and truck activity required for Citizens Warehouse/Lysle Storage Company building construction activities would be less than the maximum daily activity necessary to widen the existing portal for the Division 20 Rail Yard, develop a high-capacity turnback facility, increase train storage capacity, and reconfigure the existing internal tracks and

access roads. There is no potential for unidentified secondary air quality or noise effects that have not already been analyzed elsewhere in the Draft EIR. Also, the rehabilitation would improve the aesthetic environment and visual landscape by incorporating historic rehabilitation principles into the needs of a potential future reuse. The future land use is undecided and may generate new vehicle trips. Trip generation is dependent on land use and project size. The rehabilitated building would include 26,700 square feet of floor area. Projects of this size do not typically result in traffic impacts regardless of the land use. After thorough consideration, Metro has not identified significant secondary impacts associated with implementation of Mitigation Measure **CR-3**.

Mitigation Measure **CR-9** on page 3.3-33 has been revised as follows:

CR-9 In the event that human remains, as defined above, are encountered at the Project Site, procedures specified in the Health and Safety Code Section 7050.5, Public Resources Code Section 5097.98, and the ~~California Code of Regulations~~ CEQA Guidelines Section 15064.5(e) shall be followed. In this event, all work within 100 feet (30 meters) of the burial shall cease, and any necessary steps to ensure the integrity of the immediate area shall be taken. This shall include establishment of a temporary Environmentally Sensitive Area (ESA) marked with stakes and flagging tape around the find and 100-foot buffer. The Los Angeles County Coroner shall be immediately notified. The Coroner must then determine whether the remains are Native American. Work shall continue to be diverted while the Coroner determines whether the remains are Native American. Should the Coroner determine that the remains are Native American, the Coroner has 24 hours to notify the NAHC, who shall in turn, notify the person they identify as the most likely descendent (MLD) of any human remains. Further actions shall be determined in consultation with the MLD. Upon being granted access to the site, the ~~The~~ MLD has 48 ~~24~~ hours ~~following notification from the NAHC~~ to make recommendations regarding the treatment or disposition of the remains of the discovery. If requested by the MLD, measures shall be taken to the extent feasible to preserve and protect the remains in situ. If preservation in place is not feasible in light of such factors as the nature of the find, the Proposed Project design, costs, and other considerations, the appropriate treatment, reburial, or repatriation of the remains shall be determined in consultation with the MLD. If the MLD does not make recommendations within 48 ~~24~~ hours of being granted access to the site, Metro shall, with appropriate dignity, re-inter the remains in an area of the property secure from further disturbance. Alternatively, if Metro does not accept the MLD's recommendations, Metro or the MLD may request mediation by the NAHC. The location of the remains shall be kept confidential and secured from disturbances and looting until the appropriate treatment has been identified and implemented. No information regarding the discovery of human remains shall be publicized.

SECTION 3.5 GREENHOUSE GASES

Table 3.5.3 (Estimated GHG Emissions - Proposed Project Construction) on page 3.5-15 has been revised as follows:

Table 3.5.3 Estimated GHG Emissions – Proposed Project Construction

Source Category	Emissions (Metric Tons)
Construction Equipment	2,166.8 ~~2,138.9~~
Vehicle Trips	1,517.8 ~~1,500.3~~
Total	3,864.6 ~~3,639.2~~
Amortized Total (30-Year Period)	**122.8 ~~121.3~~**
Maximum Annual (2019)	**995.8**

The first two sentences of the first paragraph on page 3.5-15 have been revised as follows:

> Total GHG emissions associated with construction of the Proposed Project would be 3,864.6 ~~3,639.2~~ $MTCO_2e$, with the maximum annual GHG emissions throughout the duration being approximately 995.8 during the first year of construction. Amortized over a 30-year period, annual GHG emissions resulting from construction activities would represent approximately 122.8 ~~121.3~~ $MTCO_2e$ annually.

The last sentence on page 3.5-16 has been revised as follows:

> As shown in Table 3.5.4, annual operation of the Proposed Project would generate approximately 20,708.4 ~~20,707.4~~ $MTCO_2e$.

Table 3.5.4 (Estimated GHG Emissions - Proposed Project Operation) on page 3.5-17 has been revised as follows:

Table 3.5.4 Estimated GHG Emissions – Proposed Project Operation

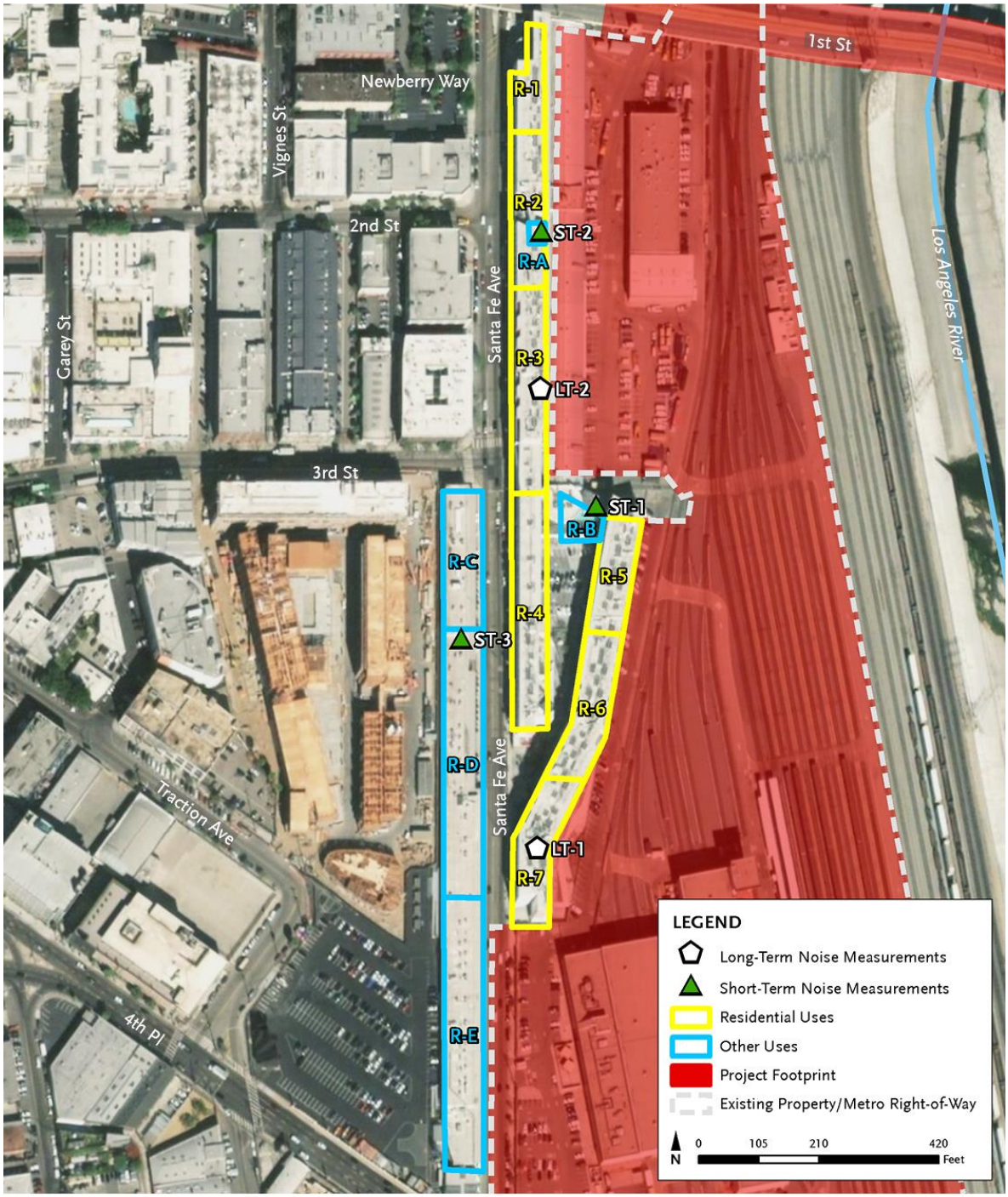
Source Category	Emissions (Metric Tons CO_2 Equivalents)
Construction (Amortized)	122.8 ~~121.3~~
Mobile Vehicle Trips	379.0
Direct Electricity Use	20,006.7
Direct Natural Gas Combustion	**142.3**
Indirect Electricity Use from Water Conveyance	**58.1**
Total Annual GHG Emissions	**20,708.4 ~~20,707.4~~**
NET GHG EMISSIONS ANALYSIS	
Existing Conditions Energy-Related GHG Emissions	**7,452.3**
Reduction in Regional Transportation GHG Emissions (WPLE)	**33,215.0**
Net Annual Emissions	**-19,958.4 ~~-19,959.9~~**

The last sentence of the first paragraph on page 3.5-17 has been revised as follows:

> Ultimately, implementation of the Proposed Project and the Purple Line Extension would reduce regional GHG emissions by approximately 19,958.4 ~~19,959.9~~ $MTCO_2e$.

SECTION 3.7 NOISE AND VIBRATION

Figure 3.7.3 (Sensitive Receivers and Noise Monitoring Locations (OSF and SCI-Arc)) on page 3.7-7 has been revised as follows to indicate the correct limits of construction work on the 1st Street Bridge:



Source: Terry A. Hayes Associates Inc., 2018; ATS Consulting, 2017.

The following row has been inserted before the second row of Table 3.7.6 (Construction Noise by Equipment Piece at 50 Feet) on page 3.7-14:

Table 3.7.6. Construction Noise by Equipment Piece at 50 Feet

Equipment Description	Source Usage Factor (% time under full load)	L_{max} Level @ 50 feet (dBA)
Auger Drill	20	84

The last sentence on page 3.7-14 has been revised as follows:

Daytime noise levels would exceed the 90 dBA L_{eq} FTA criteria at OSF during all analyzed phases of construction activity ~~and during building demolition at the north end of SCI-Arc~~.

The following paragraph has been added to the bottom of page 3.7-15:

Pile drilling during daytime hours would be required in one location for the construction of a column in the portal area to support the California High-Speed Rail. The proposed piling method to support the column is cast-in-drilled-hole. This method generates a maximum noise level of approximately 84 dBA at 50 feet, which is roughly 15 dBA lower than the maximum noise level of conventional impact piling. The drilling location would be over 500 feet from any off-site land use. Construction noise associated with column installation, including drilling, would be less than the maximum noise levels shown in Table 3.7.7 Maximum Predicted Construction Noise Levels. In addition, at a distance of 500 feet, noise levels would not exceed the most stringent FTA impact threshold of 90 dBA during daytime hours. Therefore, construction activities associated with the column would result in a less-than-significant impact.

The third bullet of Mitigation Measure **NV-1** on page 3.7-17 has been revised as follows:

- Idling of construction equipment shall be restricted to a maximum of five minutes in accordance with Title 13, Section 2485 of the California Code of Regulations, except as provided in the exceptions to the applicable California Air Resources Board regulations regarding idling; ~~Equipment shall not idle when not in use;~~

The following row has been inserted before the second row of Table 3.7.9 (Construction Vibration by Equipment Piece at 50 Feet) on page 3.7-19:

Table 3.7.9. Construction Vibration by Equipment Piece at 50 Feet

Equipment Description	Reference Level Source	Peak Particle Velocity at 50 ft (inches/second)	L_V at 50 ft (VdB)	Minimum Distance from Receiver w/ Unlimited Use Time (ft) /a/
Caisson Drilling	FTA - Caisson Drilling	0.031	78	80

The first paragraph on page 3.7-20 has been revised as follows:

These vibration-generating activities include the demolition of existing structures and facilities and the construction of storage tracks and a column to support the California High-Speed Rail Project. These activities require the use of heavy-duty equipment that cannot be avoided based on applicable construction methods. The proposed piling method to support the column is cast-in-drilled-hole. This method generates vibration levels of approximately 0.031 PPV and 78 VdB at 50 feet. The drilling location would be over 500 feet from any off-site land use. Construction noise associated with column installation, including drilling, would be less than the maximum vibration levels shown in Table 3.7.10 Maximum Vibration Predictions. In addition, at a distance of 500 feet, there is no potential for vibration related to column construction to exceed the FTA damage or annoyance impact thresholds.

CHAPTER 4.0 OTHER ENVIRONMENTAL CONSIDERATIONS

The following has been added below the bulleted list under Section 4.1 Effects Determined Not to Be Significant on page 4-1:

In August 2018, the Proposed Project was amended to include the construction of a column to support the through-tracks of the California High-Speed Rail Project. It has been determined that, due to regulatory compliance measures and the proposed location of the column, the inclusion of the column in the Proposed Project would not change the significance of impacts related to the environmental resource areas in the bulleted list above.

The first paragraph on page 4-5 has been revised as follows:

No Impact ~~Less-than-Significant Impact.~~ One palm tree, which is not of a protected species, has been identified on the Project Site. The Project Site does not contain locally protected biological resources such as oak trees, Southern California black walnut trees, western sycamore trees, or California bay trees. Approximately five mature street trees are located on the west side of Center Street between the proposed MOW building and the Citizens Warehouse/Lysle Storage Company building. None of the trees have been identified as locally protected biological resources (e.g., western sycamore). The Proposed Project does not include tree removal at this location and the existing street trees would not be impacted. Therefore, no impact would occur ~~impacts would be less than significant~~.

The following has been inserted between the fourth and fifth sentences of Response to Checklist Question 4.1.3.(a)(ii) on page 4-6:

Such design and construction would include, among other measures, the seismic retrofitting and infill of the 1st Street Bridge's pier arches, including some piers that are not within the Division 20 Rail Yard.

The first complete sentence on page 4-7 has been revised as follows:

> The support column for the California High-Speed Rail Project would require a cast-in-drilled-hole (CIDH) pile at a depth of approximately 80 to 100 feet below the existing grade. This would penetrate the water table. However, the column-related construction work would involve dewatering and waterproofing. Furthermore, under ~~Under~~ the provisions of State law and the LABC, construction projects in liquefaction-prone areas are required to prepare a geotechnical report prior to construction.

The last paragraph of page 4-9 that continues onto the beginning on page 4-10 has been revised as follows:

> ~~The Proposed Project would also be consistent with the guidelines and standards outlined in the City of Los Angeles' Low Impact Development ordinance. The main purpose of this ordinance is to ensure that development and redevelopment projects mitigate runoff in a manner that captures rainwater at its source, while utilizing natural resources.~~
>
> ~~The Proposed Project would not violate any water quality standards or waste discharge requirements.~~ Therefore, a less-than-significant impact would occur with regulatory compliance.

Footnote 27 on page 4-9 has been removed.

> ~~[27]City of Los Angeles, Low Impact Development Ordinance, September 27, 2011.~~

The second sentence of the bottom paragraph on page 4-14 has been revised as follows:

> The two objectives of the project are to construct core capacity improvements and construct new tracks and ~~switches~~ turnouts needed to accommodate increased service levels on the Metro Red and Purple Lines.

The first paragraph of the Local Regulatory Framework discussion on page 4-15 has been revised as follows:

> **City of Los Angeles General Plan ~~Citywide General Plan~~ Framework.** The General Plan Framework includes the broad theme of sustained mobility with greater accessibility. The two objectives of the Proposed Project are to construct core capacity improvements and construct new tracks and ~~switches~~ turnouts needed to accommodate increased service levels on the Metro Red and Purple Lines. Therefore, the Proposed Project objectives are consistent with the overarching aims of the General Plan Framework.

The third sentence of Response to Checklist Question 4.1.7(a) on page 4-16 has been revised as follows:

> Although the Proposed Project does involve the development of new infrastructure, its primary purpose is to support core capacity improvements and construct new tracks and

~~switches~~ turnouts needed to accommodate increased service levels on the Metro Red and Purple Lines that have been analyzed in a previous EIS/EIR and have already been approved.

The first paragraph on page 4-18 has been revised as follows:

No Impact ~~**Less-than-Significant Impact.**~~ The Proposed Project does not include housing, but it would result in an increase of 107 employees stationed at the Project Site. However, this increase in the number of employees is unlikely to result in a substantial increase in enrollment at any one school since the residential locations of these new employees would likely be dispersed over a wide area within commuting distance of the Project Site. Therefore, no impact would occur ~~impacts would be less than significant~~.

The first sentence of the second paragraph on page 4-20 have been revised as follows:

The Project Site and existing Division 20 ~~230~~ Rail Yard have ample room for construction parking and standard Metro practices prohibit construction workers from parking on public streets when space is available.

The first sentence of Response to Checklist Question 4.1.10(f) on page 4-22 has been revised as follows:

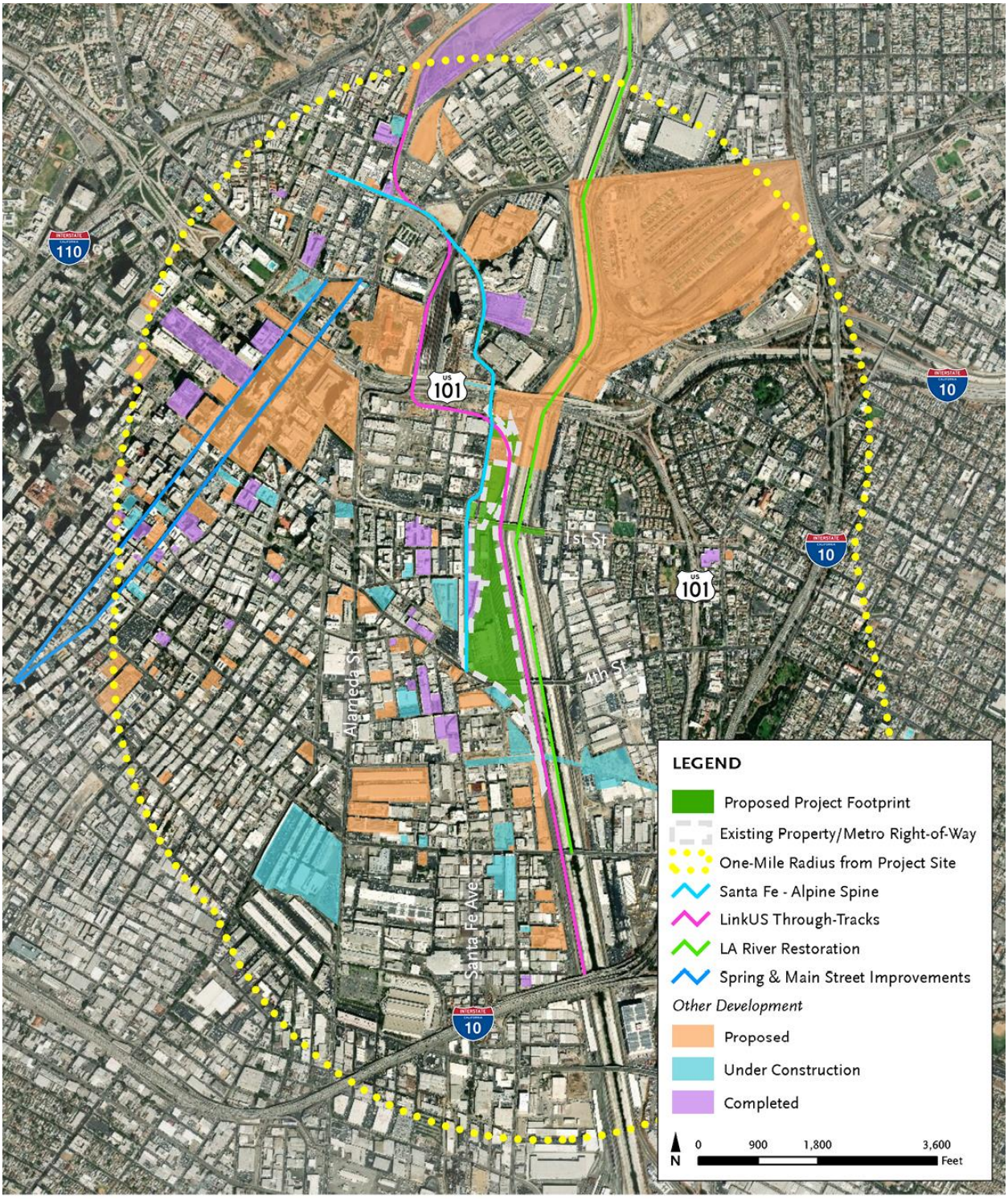
The two objectives of the Proposed Project are to construct core capacity improvements and construct new tracks and ~~switches~~ turnouts needed to accommodate increased service levels on the Metro Red and Purple Lines.

The second sentence of the bulleted paragraph at the bottom of page 4-26 has been revised as follows:

The Proposed Project includes mitigation to preserve and protect approximately 24,000 ~~20,000~~ square feet of floor area on three floors (including a basement) of the extant portion of the building, including the Art Dock and the frontage facing Center Street. In addition, as required by Mitigation Measure **CR-3**, Metro will preserve the opportunity to expand the extant portion of the historical resource to the south to provide an additional 2,700 square feet of floor area on three floors (including a basement). This will amount to a total floor area for potential future reuse and historic rehabilitation up to approximately 26,700 square feet.

CHAPTER 5.0 CUMULATIVE IMPACTS

Figure 5.1 (Cumulative Impact Study Area) on page 5-4 has been revised as follows to indicate the correct limits of construction work on the 1st Street Bridge:



Source: Terry A. Hayes Associates Inc., 2018.

The first sentence of the fourth paragraph on page 5-14 has been revised as follows:

> The Proposed Project would introduce a ventilation shaft building ~~at~~ in the ~~end~~ middle of Commercial Street, a concrete column in the portal area, install landscaped buffers, street lighting, and street trees along Center Street, demolish the National Cold Storage Facility, and partially remove the Citizens Warehouse/Lysle Storage Company building.

The fifth paragraph on page 5-14 has been revised as follows:

> The Proposed Project's ventilation shaft building and concrete column in the portal area would be consistent with the industrial visual character of its surroundings. With a height of 32 feet the ventilation shaft building would be similar in height to buildings on Commercial Street and Jackson Street, and shorter than the four-story ESOC ~~Project that would obstruct views of the ventilation shaft building from Center Street~~. The column would extend approximately 15 to 17 feet above the bottom of the portal but only approximately six feet above the top of the portal wall. The column would be lower than the second floor of the ESOC building. Furthermore, due to its rail yard-serving purpose, the ventilation shaft and column ~~it~~ would be compatible with the existing Division 20 Rail Yard and the run-through tracks of the Link US Project, which would fork around the ventilation shaft building. Therefore, the proposed column and ventilation shaft building's incremental contribution to the potentially significant cumulative impact on Center Street and the US-101 freeway is not cumulatively considerable.

CHAPTER 6.0 ALTERNATIVES

The second objective of Section 6.3 Project Objectives on page 6-2 has been revised as follows:

> Provide new tracks and ~~switches~~ turnouts that will allow trains to provide faster service times at Union Station.

The third paragraph on page 6-3 has been revised as follows:

> The Proposed Project would create significant and unavoidable impacts related to noise and cultural resources. Regarding noise, the Proposed Project would create temporary significant impacts to residents at OSF during construction due to their proximity to the Project Site. There are no alternatives that would avoid or lessen these impacts due to physical limitations regarding the location of the Proposed Project's components. ~~The existing Rail Yard is constrained by non-Metro rail tracks and the Los Angeles River to the east and the Arts District to the west.~~ The current rail yard is physically constrained by its layout and the surrounding properties, including the Los Angeles River and the Burlington Northern Santa Fe (BNSF) Railway to the east, the Metro ESOC Project and existing Metro portal to the north, and the Amtrak/Metrolink yard lead tracks and the Lucky Jeans Property to the south. ~~There is no available space for growth to the north or south due to existing land use configurations~~. Construction of the new storage tracks associated with the Proposed Project can only occur adjacent to OSF when accounting for other Project

components such as the new turnback facility. No alternative has been identified to avoid the heavy-duty equipment activity that would be required to demolish existing facilities and construct ~~construction~~ new facilities directly adjacent to OSF. Therefore, there are no feasible alternatives that would substantially reduce or avoid the Proposed Project's significant and unavoidable noise impact.

With respect to cultural resources, the Proposed Project would create significant and unavoidable impacts to the Citizens Warehouse/Lysle Storage Company building, the National Cold Storage Facility, and the 1st Street Bridge. Demolition of the Citizens Warehouse/Lysle Storage Company building and the National Cold Storage Facility is needed to increase storage capacity to meet core capacity improvements referenced in Objective #1. The new storage tracks are necessary to support fleet sizes for the Metro Red and Purple Lines consistent with the Metro Rail Design Criteria levels of service, including headways and six-car train lengths. At six-car train lengths, the buildout of the Purple Line Extension would necessitate additional storage beyond that which Division 20 currently supports. Due to the physical limitations described above, the Division 20 Rail Yard's expansion area for additional storage would necessitate demolition or modification of the Citizens Warehouse/Lysle Storage Company building, the 1st Street Bridge, and the National Cold Storage Facility. The property on which the National Cold Storage Facility is located, which Metro recently purchased, provides sufficient space for the proposed northern storage yard. The area located within the Division 20 Rail Yard directly south of the 1st Street Bridge and east of OSF where Metro currently services its trains would be configured for the southern storage yard. These two yards must connect with special trackwork that provides safe and efficient operations as well as redundancy. The convergence of the two storage yards must go through the eastern side of the Citizens Warehouse/Lysle Storage Company building and some of the 1st Street Bridge's bents. It is infeasible to avoid these impacts due to the location of the two storage yards and the geometry required to physically connect the tracks. Routing the tracks to avoid the Citizens Warehouse/Lysle Storage Company building and the 1st Street Bridge would provide insufficient turning radii for train movements between the northern and southern storage yards that would not only violate Metro Rail Design Criteria and create unsafe and inefficient train operations, but also ultimately result in loss of storage capacity. Therefore, there are no feasible alternatives that would substantially reduce or avoid the Proposed Project's significant and unavoidable impact to cultural resources.

The sixth sentence of the description of Alternative 1 – No Project Alternative on page 6-4 has been revised as follows:

Metro Red and Purple Line trains would continue to enter the Division 20 Rail Yard through the existing set of ~~switches~~ turnouts.