Attachment B
Mitigation Monitoring and Reporting Program

Section 7.0 | Mitigation Monitoring and Reporting Program

7.1 INTRODUCTION

The California Environmental Quality Act (CEQA) requires a lead agency to adopt a Mitigation Monitoring and Reporting Program (MMRP) for projects where mitigation measures are a condition of their approval and development. An Environmental Impact Report has been prepared to analyze and address the potential environmental impacts of the proposed Project, identifying project design features or recommending mitigation measures in order to avoid or substantially lessen the significant environmental impacts associated with the proposed Project. As the lead agency for the proposed Project, Metro is responsible for administering and implementing the MMRP, which has been prepared in compliance with CEQA, including Public Resources Code section 21081.6 and CEQA Guidelines section 15097. The decision makers must define specific monitoring and reporting requirements to be enforced during implementation of the proposed Project. The primary purpose of the MMRP is to monitor the implementation of the project design features (PDFs) and mitigation measures (MMs) identified in the Draft and Final EIR.

7.2 ORGANIZATION

As shown in **Table 7-1, Mitigation Monitoring and Reporting Program**, below, each identified PDF and MM for the Project is listed and categorized by environmental impact area, with accompanying discussion of the following:

- **Responsible Party:** The entity accountable for the action.
- **Monitoring Agency:** The agency to which reports involving feasibility, compliance, implementation, and development are made.
- **Enforcement Agency:** The agency or agencies with the power to enforce the project design feature or mitigation measure.
- **Monitoring Phase:** The phase of the Project during which the project design feature or mitigation measure shall be monitored.
- **Monitoring Frequency:** The frequency at which the project design feature or mitigation measure shall be monitored.
- **Action(s) Indicating Compliance:** The action(s) of which the Enforcement or Monitoring Agency indicates that compliance with the identified project design feature or required mitigation measure has been implemented.

7.3 PROGRAM MODIFICATION

After review and approval of the final MMRP by the Lead Agency, minor changes and modifications to the MMRP are permitted, but can only be made subject to Metro approval. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMRP and the need to protect the

environment. No changes will be permitted unless the MMRP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

The proposed Project shall be in substantial conformance with the PDFs and MMs contained in this MMRP. The enforcing departments or agencies may determine substantial conformance with PDFs and MMs in the MMRP in their reasonable discretion. If the department or agency cannot find substantial conformance, a PDF or MM may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project-related approval, finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the PDFs or MMs. Any addendum or subsequent CEQA clearance shall explain why the PDF or MM is no longer needed, not feasible, or the other basis for modifying or deleting the PDF or MM, and that the modification will not result in a new significant impact or a substantial increase in the severity of a previously identified significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a PDF or MM shall not in and of itself require a modification to any proposed Project discretionary approval unless the Director of Planning for Metro as the Lead Agency also finds that the change to the PDF or MM results in a substantial change to the proposed Project or the non-environmental conditions of approval.

Table 7-1: Mitigation Monitoring and Reporting Program

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
Aesthetics					
AES-PDF-A: Project Lighting. The Project would also include the following Project Design Features related to lighting: • Building Lighting will not exceed 60 watts. • Building Lighting outdoor luminaires will not exceed 6200 initial lumens. • Sign Lighting luminance will not exceed 10,000 candelas per m2 (cd/m2) during the day from after sunrise until 45 minutes prior to sunset. Sign Lighting will not exceed 300 cd/m2 at night from sunset until 45 minutes prior to sunrise. • Sign Lighting luminance shall transition smoothly from daytime luminance to nighttime luminance and vice versa. • Illuminated signs that have the potential to exceed 300 cd/m2 will include an electronic control mechanism to reduce sign luminance to 300 cd/m2 at any time when ambient sunlight is less than 100 footcandles (fc).	Project Sponsor Lighting Professional	Metro and/or the City of Los Angeles	Prior to issuance of Certificate of Occupancy	Once, prior to issuance of Certificate of Occupancy	Compliance Certificate by Lighting Professional Issuance of Certificate of Occupancy
Air Quality					
AIR-PDF-A: All off-road diesel-powered construction equipment greater than 50 horsepower shall meet, at a minimum, the Tier 4 emission standards for nonroad diesel engines promulgated by the USEPA.	Project Sponsor Construction Contractor	Metro and/or the City of Los Angeles and South Coast Air Quality Management District	Pre-Construction Construction	Once, Plan Check (proof of compliance) Periodic Field Inspections during Construction	Inclusion of requirement in Construction Plan Submittal of Compliance Report
Biological Resources					
BIO-PDF-A: The Project will establish a Tree Protection Zone to protect trees during construction to establish and maintain a healthy environment for all retained trees during the course of construction. The Tree Protection Zone will apply to any trees within the construction footprint, or any trees where a portion of their drip line overhangs the construction footprint (i.e., the trunk of a tree may be outside of the construction footprint, but the tree's drip line	Project Sponsor Arborist or Landscape Contractor Construction Contractor	Metro and/or the City of Los Angeles (Department of Public Works Urban Forestry) and/or State Department of Parks and Recreation	Pre-Construction Construction	Once, Plan Check (proof of compliance) Periodic Field Inspections during Construction	Inclusion of requirement in Construction Plan Submittal of Compliance Report

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
overhangs the construction footprint). The Tree Protection Zone generally encompasses an area within the drip line of the tree plus an additional 5 feet, depending on the species and size of the tree. Any construction activities within the Tree Protection Zone should follow the following guidelines for root protection. For utilities, any required trenching should be routed in such a manner as to minimize root damage. In areas where the grade around the Tree Protection Zone will be lowered, some root cutting may be unavoidable. Cuts should be clean and made at right angles to the roots. When practical, roots will be cut back to a branching lateral root to avoid root damage.					
BIO-PDF-B: Avian Collision Mitigation, Monitoring, and Adaptive Management Plan. The Project Sponsor, in coordination with and subject to the approval of CDFW, shall develop an Avian Collision Mitigation, Monitoring, and Adaptive Management Plan to address the potential for bird collisions. The Plan shall include the following components: 1. Monitoring for first 5 years of Project operation: All Project operations and maintenance personnel, including subcontractors, shall undergo training on how to identify and report avian and bat injuries or mortalities detected in the Project area during routine maintenance activities. 2. An adaptive management table will be developed, outlining measures to implement upon detection of incidents associated with common species and special status species. 3. Annual reporting criteria and requirements.	Project Sponsor Qualified Biologist	Metro and/or California Department of Fish and Wildlife	Prior to Certificate of Occupancy (Submittal of Plan) Operations, first 5 years (Annual Monitoring)	Once, prior to Certificate of Occupancy (Submittal of Plan) Annually, for first 5 years	Submittal of Avian Collision Mitigation, Monitoring, and Adaptive Management Plan Annual Reporting, for first 5 years
BIO-PDF-C: Cabin Window Features. The cabin windows shall be designed with non-transparent (tinted) and/or partially covered with a vinyl window film to be made visible to birds in flight. Reflective surfaces would be reduced as much as possible with opaque or translucent surfaces.	Project Sponsor Qualified Biologist	Metro and/or the City of Los Angeles	Prior to issuance of Certificate of Occupancy	Once, prior to issuance of Certificate of Occupancy	Compliance Certificate by Qualified Biologist Issuance of Certificate of Occupancy

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
BIO-PDF-D: The proposed Project shall avoid using any rodenticides and second generation anticoagulant rodenticides during Project activities. Any agreement between the proposed Project and a pest control service provider would include restrictions on the use of rodenticides and second generation anticoagulant rodenticides.	Project Operator Pest Control Service Provider	Metro and/or the City of Los Angeles	Prior to issuance of Certificate of Occupancy	Once, prior to issuance of Certificate of Occupancy	Inclusion of requirement in Pest Control Service Agreement Issuance of Certificate of Occupancy
BIO-PDF-E: **Tree Disease Management**. Trees scheduled for removal resulting from the Project shall be inspected for contagious tree diseases, including but not limited to: thousand canker fungus (*Geosmithia morbida*), Polyphagous Shot Hole Borer (*Euwallacea spp.*), and goldspotted oak borer (*Agrilus auroguttatus*) (TCD 2020; UCANR 2020; UCIPM 2013). To avoid the spread of infectious tree diseases, diseased trees shall not be transported from the Project site without first being treated using the best available management practices relevant for each tree disease observed. Any agreement between the proposed Project and a tree removal contractor would include the provisions for tree disease management.	Project Sponsor Arborist or Landscape Contractor	Metro and/or the City of Los Angeles	Pre-Construction Construction (Tree Removal)	Once, Plan Check (proof of compliance) Periodic Field Inspections during Construction (Tree Removal)	Inclusion of requirement in Construction Plan Issuance of Applicable Building Permit Compliance Certificate by Arborist or Landscape Contractor Submittal of Compliance Report
BIO-PDF-F: The proposed Project would comply with applicable tree replacement requirements, based on the jurisdiction of the property where each tree is located, including the following replacement ratios for trees: • City of Los Angeles: ○ "Protected" Trees: 4:1 ○ Non-protected, but "significant" trees, i.e., where the trunk is > 8 inches at 4.5 feet DBH: 1:1 ○ "Street trees" in the public ROW: as specified by Urban Forestry Division (typically 2:1) • California Department of Parks and Recreation: At least 1:1 • Caltrans: Large trees, where the trunk is > 8 inches at 4.5 feet DBH: 1:1	Project Sponsor Arborist or Landscape Contractor	Metro and/or the City of Los Angeles and/or Department of California Parks and Recreation and/or Caltrans	Prior to Certificate of Occupancy	Once, prior to Certificate of Occupancy	Compliance Certificate by Arborist or Landscape Contractor Issuance of Certificate of Occupancy

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
BIO-PDF-G: Tree removal for the proposed Project would occur outside of the bird nesting season (generally February 1 through September 30) and bat maternity roosting season (generally April 15 through August 31).	Project Sponsor Construction Contractor	Metro and/or the City of Los Angeles	Pre-Construction Construction (Tree Removal)	Once, Plan Check (proof of compliance) Periodic Field Inspections during Construction (Tree Removal)	Inclusion of requirement in Construction Plan Issuance of Applicable Building Permit Submittal of Compliance Report
BIO-PDF-H: Any fencing used during and after the proposed Project's construction would be constructed with materials that are not harmful to wildlife. Prohibited materials should include, but are not limited to, spikes, glass, razor, or barbed wire. Where chain link fences are used, they would utilize scrim, green screen or other such coverage to avoid injuring wildlife. Use of chain link fences would be minimal and would not create barriers to wildlife dispersal. All hollow posts and pipes would be capped to prevent wildlife entrapment and mortality. Metal fence stakes used on the proposed Project site would be plugged to avoid this hazard. Fences would not have any slack that may cause wildlife entanglement. In addition, workers will be educated and instructed in best practices to avoid attracting wildlife to the construction site, including requiring lids on all trash cans and permitting eating in designated areas or offsite, with daily cleanup of such areas. All workers will be educated on reporting protocols for the appropriate authorities in the event wildlife is encountered on the construction site.	Project Sponsor Qualified Biologist Construction Contractor	Metro and/or the City of Los Angeles	Pre-Construction Construction	Once, Plan Check (proof of compliance) Periodic Field Inspections during Construction	Compliance Certificate by Qualified Biologist Issuance of Applicable Building Permit Inclusion of requirement in Construction Plan Submittal of Compliance Report
MM-BIO-A: *Avoid and minimize project related impacts to special-status and/or roosting bat species*. During the maternity season (April 15 through August 31) prior to construction, a field survey shall be conducted by a qualified biologist to determine the potential presence of colonial bat roosts within 100 feet of the Alameda Station and Dodger Stadium Station footprints and SR-110 overpass over Stadium Way (near Stadium Tower), because these locations	Project Sponsor Qualified Biologist Construction Contractor	Metro and/or the City of Los Angeles	Pre-Construction Construction	Once, Plan Check (proof of compliance) Periodic Field Inspections during Construction	Pre-Construction Field Survey by Qualified Biologist Compliance Certificate and Report by Qualified Biologist

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
provide potentially suitable habitat. A visual inspection and/or one-night emergence survey of trees to be removed near the Alameda Station and Dodger Stadium Station and of the overpass shall be completed using acoustic recognition technology to determine if any maternity roosts are present. To avoid any impacts on roosting bats resulting from construction activities for Stadium Tower, the following shall be implemented: <u>At the SR-110 Overpass</u> Should an active maternity roost be found at the SR-110 overpass, a determination (in coordination with a qualified bat biologist) shall be made whether indirect effects of construction-related activities (i.e., noise and vibration) could substantially disturb roosting bats, and if exclusionary devices should be used to remove bats. This determination shall be based on baseline noise/vibration levels, anticipated noise levels associated with construction of the Stadium Tower, and the sensitivity to noise-disturbances of the bat species present. If it is determined that noise could result in the temporary abandonment of a maternity roost, construction-related activities shall be scheduled to avoid the maternity season (April 15 through August 31), or as determined by the biologist. To avoid any impacts on roosting bats resulting from construction activities at Alameda Station and Dodger Stadium Station, the following shall be implemented: <u>Trees</u> All trees to be removed as part of the Project at the Alameda Station, Stadium Tower, and Dodger Stadium Station sites should be evaluated for their potential to support bat roosts. In particular, any palm and eucalyptus trees that bats are known to use should be evaluated by a qualified biologist by conducting a one-night emergence survey during acceptable weather conditions; or if conditions permit, physically examine the trees for presence or absence of bats (such as with lift equipment) before the start of construction/tree					Inclusion of requirement in Construction Plan Issuance of Applicable Building Permit Submittal of Compliance Report

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
removal. Palm trees are present at the Alameda Station site along Alameda Street and eucalyptus trees are present at the Dodger Stadium Station site. The following measures would apply to trees to be removed that are determined to provide potential bat roost habitat by a qualified biologist. • If roosting bats are determined present during the maternity season (April 15 through August 31), the tree shall be avoided until after the maternity season, when the young are self-sufficient. If roosting bats are determined present during the winter months when bats are in torpor, a state in which the bats have significantly lowered their physiological state, such as body temperature and metabolic rate, due to lowered food availability (October 31 through February 15, but is dependent on specific weather conditions), a qualified bat biologist shall physically examine the roost if conditions permit for presence or absence of bats (such as with lift equipment) before the start of construction. If the roost is determined to be occupied during this time, the tree shall be avoided until after the winter season when bats are once again active. • Trees with potential colonial bat habitat can be removed outside of the maternity season and winter season (February 16 through April 14 and August 16 through October 30, or as determined by a qualified biologist) using a two-step tree trimming process that occurs over 2 consecutive days. ○ Day 1, Step 1: Under the supervision of a qualified bat biologist, tree branches and limbs with no cavities shall be removed by hand (e.g., using chainsaws). This will create a disturbance (noise and vibration) and physically alter the tree. Bats roosting in the tree will either abandon the roost immediately, or, after emergence, will avoid returning to the roost. ○ Day 2, Step 2: Removal of the remainder of the tree under the supervision of a qualified bat					

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biologist may occur on the following day. Trees that are only to be trimmed and not removed would be processed in the same manner; if a branch with a potential roost must be removed, all surrounding branches would be trimmed on Day 1 under supervision of a qualified bat biologist, and then the limb with the potential roost would be removed on Day 2. • Trees with foliage (and without colonial bat roost potential), such as sycamores, that can support lasiurine bats, shall have the two-step tree trimming process occur over one day under the supervision of a qualified bat biologist. Step 1 would be to remove adjacent, smaller, or non-habitat trees to create noise and vibration disturbance that would cause abandonment. Step 2 would be to remove the remainder of the tree on that same day. For palm trees that can support western yellow bat (a special-status bat species documented in the BSA with the potential to occur in the Project area), the two-step tree process shall be used over two days. Western yellow bats may move deeper within the dead fronds during disturbance. The two-day process will allow the bats to vacate the tree before removal. • The results of bat surveys, evaluations, and monitoring efforts that are undertaken shall be documented in a report by the qualified biologist at the conclusion of all bat-related activities.					
MM-BIO-B: *Avoid and minimize project-related impacts to nesting birds.* To avoid impacts to nesting birds protected under the MBTA and CFGC resulting from construction activities that may occur during the nesting season, the following mitigation measure shall be implemented: • Construction activities, including the clearance of trees potentially suitable for nesting birds, shall occur outside of the nesting season (generally February 1 through September 30). If construction	Project Sponsor Qualified Biologist Construction Contractor	Metro and/or the City of Los Angeles	Pre-Construction Construction	Once, Plan Check (proof of compliance) Periodic Field Inspections during Construction	Pre-Construction Field Survey by Qualified Biologist Compliance Certificate and Report by Qualified Biologist Inclusion of requirement in Construction Plan

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
activities must occur within this time period, the following measures shall be employed: ○ A pre-construction nesting survey shall be conducted by a qualified biologist within 3 days (72 hours) prior to the start of construction activities to determine whether active nests are present within 500 feet of the construction zone. All nests found shall be recorded. ○ A minimum 300-foot no-work buffer shall be established around any active passerine bird nest. A minimum 500-foot no-work buffer shall be established around any active raptor nest. The qualified biologist shall monitor the nest on a weekly basis, and construction activities within 300 feet of an active nest of any passerine bird or within 500 feet of an active nest of any raptor shall be postponed until the biologist determines that the nest is no longer active. However, the standard 300- to 500-foot no-disturbance buffer distance may be adjusted (including increases or reductions to the buffer) by a qualified biologist on a case-by-case basis, taking into consideration the location, type, duration and timing, and severity of work, distance of nest from work area, surrounding vegetation and line-of-sight between the nest and work areas (also taking into account existing ambient conditions from human activity within the line of sight), the influence of other environmental factors, and species' site-specific level of habituation to the disturbance. If the qualified biologist determines nesting activities may fail as a result of work activities, the biologist shall immediately inform the construction manager, and all Project work shall cease (except access along established roadways) within the recommended no-disturbance buffer until the biologist determines the adults and young are no longer reliant on the nest site.					Issuance of Applicable Building Permit Submittal of Compliance Report

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
○ Buffers will be delineated on-site with bright flagging for easy identification by project staff. The on-site construction supervisor and operator staff will be notified of the nest and the buffer limits, and instructed of the sensitivity of the area to ensure the buffer is maintained. ○ A summary of preconstruction surveys and methodologies employed, monitoring efforts, and any no-disturbance buffers that were installed shall be documented in a report by the qualified biologist at the conclusion of each nesting season.					
Cultural Resources					
CUL-PDF-A: Pre-Construction Documentation of The Winery. Prior to the issuance of building permits for the Alameda Station, the Project Sponsor will prepare documentation equal to Historic American Building Survey (HABS) Level III for The Winery, per the *Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation*. The report will: 1. Be prepared by a historic preservation professional meeting the Secretary of the Interior's Professional Qualifications Standards for history, architectural history, or historic architecture with demonstrated experience in preparing HABS documentation. 2. Include full-color digital photographs (with a minimum resolution of 300 ppi and 3,000-pixel image size along one dimension) showing the following: a. The full northern elevation (facing Cesar E. Chavez Avenue) and i. The roofline, foundation, and any door, window, or walkway openings, ii. Detail views showing the typical existing condition of the exterior wall, and	Project Sponsor Historic Preservation Professional	Metro and/or the City of Los Angeles (City of Los Angeles Office of Historic Resources)	Pre-Construction	Once, prior to Issuance of Applicable Building Permits for the Alameda Station (proof of compliance)	Pre-Construction Documentation by Historic Preservation Professional Issuance of Applicable Building Permits for the Alameda Station

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
iii. Detail views showing any existing damage to the exterior such as cracks or spalling. b. West elevation (facing Olvera Street), and i. The roofline, foundation, and any door, window, or walkway openings, and ii. Detail views showing the typical existing condition of the exterior brick wall, and iii. Detail views showing any existing damage to the exterior such as loose bricks and mortar. c. East elevation (facing Alameda Street) i. The roofline and foundation, and ii. Detail views showing the typical existing condition of the exterior brick wall, and iii. Detail views showing any existing damage to the exterior such as loose bricks and mortar. 3. Include written descriptive data, including detailed notes of its pre-construction condition, index to photographs, and photo key plan. Photographs of existing damage will be keyed to a sketch of the elevation indicating its location. 4. Include copies of historic photographs and other supporting documentation, if available. 5. Be offered to the following repositories for use by future researchers and educators. Each repository will be contacted as to whether they are willing and able to accept the items, as well as their preferred format for transmittal. Copies need to only be distributed to repositories that express interest. a. Los Angeles Public Library - One hard copy and/or digital file (dependent on repository preference) of the descriptive data, index to photographs, photo key plan, and photographs. b. El Pueblo de Los Angeles Historical Monument Authority - One hard copy and/or digital file (dependent on repository preference) of the					

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
descriptive data, index to photographs, photo key plan, and photographs. c. California State Library – One hard copy and/or digital file (dependent on repository preference) of the descriptive data, index to photographs, photo key plan, and photographs.					
CUL-PDF-B: Post-Construction Documentation of The Winery. Post-Construction: After construction is complete, pictures of The Winery equivalent to CUL-PDF-A will be taken to objectively compare the condition of The Winery before and after construction. In the event that damage to the Winery not documented at the time of the pre-construction survey is identified as being caused by construction activities during construction monitoring, the Project Sponsor will retain an experienced professional or professionals qualified to carry out the repairs within 12 months of completion of the project. Repairs will conform to the Secretary of Interior's Standards for the Treatment of Historic Properties (36 CFR Part 68).	Project Sponsor Historic Preservation Professional	Metro and/or the City of Los Angeles (City of Los Angeles Office of Historic Resources)	Post-Construction	Once, Post-Construction of the Alameda Station Once, if Repairs Required, Post-Repairs	Post-Construction Documentation by Historic Preservation Professional If Repairs Required, Repairs within 12 Months; Completion of Repairs shall not Delay Issuance of Certificate of Occupancy
CUL-PDF-C: Pre-Construction Documentation. Prior to the issuance of building permits for the Alameda Station, the Project Sponsor will prepare documentation equal to Historic American Building Survey (HABS) Level III for the *El Grito* mural, per the *Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation*. The report will: 1. Be prepared by a historic preservation professional meeting the Secretary of the Interior's Professional Qualifications Standards for history, architectural history, or historic architecture with demonstrated experience in preparing HABS documentation. 2. Include full-color digital photographs (with a minimum resolution of 300 ppi and 3,000-pixel image size along one dimension) showing the following: a. The entirety of the *El Grito* mural from edge to edge, looking straight on	Project Sponsor Historic Preservation Professional	Metro and/or the City of Los Angeles (City of Los Angeles Office of Historic Resources)	Pre-Construction	Once, prior to Issuance of Building Permits for the Alameda Station (proof of compliance)	Pre-Construction Documentation by Historic Preservation Professional Issuance of Building Permits for the Alameda Station

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
b. The left half of the *El Grito* mural looking straight on c. The right half of the *El Grito* mural looking straight on d. Oblique views illustrating the curvature of the wall e. Sequential photographs showing the various panels and subjects in greater detail f. The back and sides of the curved wall on which the *El Grito* mural is located, and g. Detail views showing: i. Typical profile view of the *El Grito* mural (e.g., showing the depth of the tiles on the substrate) ii. Notch shapes at the top two corners (two views, left and right) iii. Curved shape of the sides of the *El Grito* mural (two views, left and right side) iv. Typical grout between tiles in two or more locations, v. Bottom edge where the *El Grito* mural meets the plaza floor vi. Any existing damage or deterioration prior to construction 3. Include written descriptive data, including detailed notes of its pre-construction condition, index to photographs, and photo key plan. Photographs of existing damage should be keyed to a sketch of mural indicating its location. 4. Include copies of historic photographs and other supporting documentation, if available. 5. Be offered to the following repositories for use by future researchers and educators. Each repository will be contacted as to whether they are willing and able to accept the items, as well as their preferred format for transmittal. Copies need to					

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be distributed to only repositories that express interest. a. Los Angeles Public Library - One hard copy and/or digital file (dependent on repository preference) of the descriptive data, index to photographs, photo key plan, and photographs. b. UC Santa Cruz Library - One hard copy and/or digital file (dependent on repository preference) of the descriptive data, index to photographs, photo key plan, and photographs. c. Los Angeles Department of Cultural Affairs (DCA) - One hard copy and/or digital file (dependent on repository preference) of the descriptive data, index to photographs, photo key plan, and photographs. d. California State Library – One hard copy and/or digital file (dependent on repository preference) of the descriptive data, index to photographs, photo key plan, and photographs. e. Mural Conservancy of Los Angeles - One hard copy and/or digital file (dependent on repository preference) of the descriptive data, index to photographs, photo key plan, and photographs. f. Museo Eduardo Carillo - One hard copy and/or digital file (dependent on repository preference) of the descriptive data, index to photographs, photo key plan, and photographs.					
CUL-PDF-D: Protection During Adjacent Construction. Prior to the issuance of building permits for the Alameda Station, the Project Sponsor will ensure that the *El Grito* mural is sufficiently protected from any inadvertent damage caused by construction activities. Following National Park Service guidance for protecting historical resources during nearby construction, the following measures, at a minimum, should be implemented:	Project Sponsor Historic Preservation Professional Construction Contractor	Metro and/or the City of Los Angeles (City of Los Angeles Office of Historic Resources)	Pre-Construction Construction	Once, prior to Issuance of Applicable Building Permits for the Alameda Station (proof of compliance) Periodic Field Inspections during Construction	Documentation by Historic Preservation Professional Issuance of Building Permits for the Alameda Station

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
1. Vibration monitoring equipment (VIB-A) should be carefully installed so that it does not permanently damage the face of the *El Grito* mural. 2. The *El Grito* mural should be cushioned and buttressed from either side of the wall with padded wood supports. The padding may consist of insulating foam or similar material. 3. A protective barrier or barriers made from plywood should be installed over the front, back, top, and sides of the *El Grito* mural and curved wall to diffuse the force of any potential physical contact. The barrier should include removable panels or a similar feature to ensure the vibration monitors and mural can be visually inspected during construction monitoring (CUL-PDF-C). 4. Plastic tarp or polyethylene sheeting should be secured over the wood barriers to protect against the accumulation of dust or contact with materials such as uncured concrete or other liquids that could damage or mark the surface of the *El Grito* mural. All of the protective measures described above should be installed and secured in such a way that does not damage the *El Grito* mural or the wall on which it is located. The barrier will not be physically attached to the *El Grito* mural or wall with screws, nails, or other fasteners.					
CUL-PDF-E: Construction Monitoring Plan (Built Resources). Prior to the issuance of building permits for the Alameda Station, the Project Sponsor will prepare a Construction Monitoring Plan in coordination with the DCA. The Construction Monitoring Plan will identify specific project milestones at which a qualified professional meeting the Secretary of the Interior's Standards for architectural history or historic architecture will be notified by the Project Sponsor or Project Sponsor's contractor to visit the site and observe and document the *El Grito* mural's condition. Details will be recorded in construction monitoring	Project Sponsor Historic Preservation Professional Construction Contractor	Metro and/or the City of Los Angeles (City of Los Angeles Office of Historic Resources)	Pre-Construction Construction Post-Construction	Once, Pre-Construction of the Alameda Station Periodic Field Inspections during Construction (after each phase of construction) Once, Post-Construction Once, if Repairs Required, Post-Repairs	Construction Monitoring Plan and other Documentation by Historic Preservation Professional If Repairs Required, Repairs within 12 Months; Completion of Repairs shall not Delay Issuance of

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
memorandums submitted to DCA. These milestones will include, at a minimum: 1. Pre-Construction: Before protection measures are installed (CUL-PDF-D), to confirm the baseline condition of the *El Grito* mural is still consistent with the information presented in the HABS-like documentation (CUL-PDF-C). 2. Pre-Construction: Once protection measures (CUL-PDF-D) are installed, to ensure they are sufficient, and their installation has not damaged the *El Grito* mural. 3. Construction: After each phase of active construction. 4. Post-Construction: After construction is complete and protective measures have been removed. At this stage, pictures of the *El Grito* mural equivalent to CUL-PDF-C will be taken to objectively compare the condition of the *El Grito* mural before and after construction. The Construction Monitor will also be included on notifications from the real-time vibration monitoring equipment (VIB-A). In the event that damage to the *El Grito* mural not documented at the time of the pre-construction survey is identified as being caused by construction activities during construction monitoring, the Project Sponsor will retain an experienced professional or professionals qualified to carry out the repairs within 12 months of completion of the Project. Repairs will conform to the Secretary of Interior's Standards for the Treatment of Historic Properties 36 CFR Part 68.					Certificate of Occupancy
MM-CUL-A: Cultural Resources Monitoring and Mitigation Plan. A Cultural Resources Monitoring and Mitigation Plan (CRMMP) shall be prepared for the Project by a qualified archaeologist meeting the Secretary of Interior Standards for Archaeology (36 CFR § 61) prior to construction. Where specific Project components, such as the Chinatown/State Park Station, have requirements specific to that component, the CRMMP	Project Sponsor Qualified Archaeologist Construction Contractor	Metro and/or the City of Los Angeles and/or the California Department of Parks and Recreation	Pre-Construction Construction Post-Construction	Once, Prior to Construction Periodic Field Inspections During Construction as Determined by the Qualified Archaeologist	Cultural Resources Monitoring and Mitigation Plan (CRMMP) by Qualified Archaeologist If There Is a Discovery That Proves

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
will lay out regulatory requirements (such as PRC § 5024) which will be adhered to. This includes SHPO consultation and following practices that seek to avoid and preserve state-owned historical resources, when prudent and feasible. The same would be for any specific requirement from El Pueblo de Los Angeles specific to the work at the Alameda Station. The General Plan acknowledges the Park has archaeological sensitivities and, as such, recommends continued study of existing and potential resources as well as the need to constantly update and expand the knowledge of historic activities at the Park. As for the cultural resources associated with the Park, the General Plan states that the Park should "[i]dentify, document, evaluate, and interpret cultural resources at the Park," and "[p]rotect, stabilize, and preserve significant cultural resources within the Park." Specifically, the CRMMP shall be applicable to all ground-disturbance activities extending into native soil within known archaeological sites and other areas of high sensitivity. Excavations within a specified radius of known archaeological sites shall be monitored up to a depth at which the qualified archaeologist determines the base of the archaeological deposit has been reached. The qualified archaeologist shall supervise the archaeological monitor. Monitoring is expected to be required to the maximum depth of planned excavations at the Alameda Station and up to approximately 15 feet in depth at the Alameda Tower and the Chinatown/State Park Station. Work will also be monitored by Native American monitors in accordance with Mitigation Measure TCR-A. However, if in the course of excavations the qualified archaeologist determines that the site is disturbed or the sensitivity for significant archaeological resources is low because no resources have been encountered, then monitoring may be reduced or suspended. The monitoring plan shall define pre-construction coordination, construction monitoring for the excavations based on activities and depth of				Once Post-Construction Once, if There Is a Discovery that Proves Significant	Significant, Curation of Specimens and a Repository Submittal Report within a Year of Completion of Fieldwork; Final Report Filed with the SCCIC

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
disturbance planned for each Project component (including ground-disturbing activities in native soil within known archaeological sites), unanticipated discovery protocols, data recovery (including halting or diverting construction so that archaeological resources can be evaluated and recovered in a timely manner), artifact and feature treatment, procurement (including a curation plan), and reporting. The Project Sponsor shall coordinate with the archaeologist and Metro to develop an appropriate treatment plan for the resources in accordance with California Public Resources Code (PRC) Section 21083.2(i) if they are determined by Metro to be potentially eligible for the CRHR or potentially qualify as unique archaeological resources pursuant to CEQA. Preservation in place is the preferred method of treatment, but if preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource. Key staff shall be identified, and the process of notification and consultation (where entities specific to each station would be identified) shall be specified within the CRMMP as well as protocols for reporting. If the discovery proves significant under CEQA and data recovery is the selected means of treatment, the archaeologist shall also be required to curate specimens in a repository with permanent retrievable storage and submit a written report to the lead agency within a year of completion of the fieldwork. Once complete, the final report shall be filed with the SCCIC. For Resource 19-004200 and the granite paving (within the Area of Direct Impact of the Project) at Site 19-003120, the CRMMP shall describe the required documentation and treatment of the resources during excavation and potential removal.					

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
MM-CUL-B: Archaeological Resources Worker Training Program. To mitigate unknown historical resources within the Area of Direct Impacts and mitigate potential impacts to them, a qualified archaeologist shall be hired by the Project Sponsor to develop and conduct a worker training program for the Project with input from El Pueblo (as it pertains to the Alameda Station) and Los Angeles State Historic Park staff (as it pertains to the Chinatown/State Park Station) prior to the start of ground-disturbing activities. The training shall be prepared by an archaeologist who meets the Secretary of the Interior's Standards for Archaeology and will be adjusted to the specific details at the two parks. The training shall provide information to construction workers about the known locations of archaeological resources and potential areas that may be sensitive for archaeological resources associated with the Project. Participation in the training by Los Angeles State Historic Park and El Pueblo staff, will be encouraged. In the event construction crews are phased or rotated, additional training shall be conducted for the new construction workers conducting ground-disturbing activities. The qualified archaeologist shall retain documentation demonstrating that the appropriate construction workers attended the worker training program. An appropriate presentation shall be prepared by a qualified archaeologist which shall describe and illustrate resources likely to be encountered by Project excavation and outline the protocol to be followed in the event of a find. If any archaeological resources are encountered during ground-disturbing activities, work shall be temporarily halted in the vicinity of the find, and the Construction Contractor shall contact the qualified archaeologist to examine and evaluate the resource in accordance with the provisions of CEQA as outlined by the CRMMP.	Project Sponsor Qualified Archaeologist Construction Contractor	Metro and/or the City of Los Angeles and/or California Department of Parks and Recreation	Pre-Construction Construction	Once, Pre-Construction Periodic Field Inspections during Construction	Archaeological Resources Worker Training Program by Qualified Archaeologist Inclusion of requirement in Construction Plan Training Submittal of Compliance Report
MM-CUL-C: Archaeological Testing Plan for 19-000887 and 19-004320 (Alameda Station). To mitigate impacts to Resources 19-000887 and 19-004320, both of which include portions of the Zanja, an NRHP-eligible	Project Sponsor Qualified Archaeologist	Metro and/or the City of Los Angeles	Pre-Construction Construction	Once, Pre-Construction and as Determined by Archaeological Testing Plan and/or Data	Archaeological Testing Plan

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
archaeological site, and where avoidance is not feasible, an archaeological testing plan and data recovery plan for the Area of Direct Impacts, which is located north of the Placita de Dolores, shall be prepared prior to ground-disturbing activities and implemented after the paving is removed. Although the proposed Project is designed to not impact the portion of the Zanja Madre within 19-000887, there is the potential to encounter either previously unrecorded portions of the Zanja or artifact refuse from the overall site. Therefore, a testing plan shall be prepared for the portions of the sites that will be impacted outside of the known Zanja location. Within the Project Area of Direct Impacts, 19-000887 overlaps unevaluated 19-004320 which will, therefore, also be included in the testing plan. The testing plan shall be prepared in consultation with El Pueblo de Los Angeles Historical Monument Authority specific to these resources at the Alameda Station. The testing plan shall propose limited archaeological excavations of a portion of the site overlapping the Area of Direct Impacts and contain maps showing the overlap of the sites with the project Area of Direct Impacts. The test excavations are intended to identify the location, integrity, and significance of archaeological deposits that may be impacted by the proposed Project. The testing plan shall outline excavation locations and methods, such as where and in what soils mechanical excavations may or may not be used, screen sizes, and the criteria thresholds that would require data recovery. The testing plan shall be implemented once the paving has been removed and far enough in advance of construction for there to be sufficient time to carry out the plan and to prepare a plan for and conduct a data recovery program if needed. If significant archaeological remains are encountered that appear to contribute to the significance of the overall site during the test excavations and avoidance/preservation in place is not feasible, data	Construction Contractor			Recovery Plan (proof of compliance)	If Significant Archaeological Remains Are Discovered, Data Recovery Plan

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
recovery excavations will be required, and a data recovery plan shall be prepared and implemented. The data recovery plan shall detail the treatment of the surviving archaeological remains, if testing identifies any. The data recovery plan will specify a statistically significant sample of the site to be excavated and shall describe the specific tools, screening size, and methods to be used. The plan shall describe how structural remains, if any, will be exposed and mapped. Laboratory studies planned for the analysis of the finds shall also be described.					
MM-CUL-D: Archaeological Testing Plan for LAUS Forecourt. To mitigate impacts to Resource 19-001575, an NRHP-eligible archaeological site, an archaeological testing plan and data recovery plan for the Area of Direct Impacts shall be prepared and implemented prior to ground-disturbing activities. The testing plan shall propose limited archaeological excavations of a portion of the site overlapping the Area of Direct Impacts. The test excavations are intended to identify the location, integrity, and significance of archaeological deposits that may be impacted by the proposed Project. The testing plan shall outline excavation locations and methods, such as where and in what soils mechanical excavations may or may not be used, screen sizes, and the criteria threshold that would require data recovery. If significant archaeological remains are encountered that appear to contribute to the site's NRHP and CRHR eligibility during the test excavations and avoidance/preservation in place is not feasible, data recovery excavations will be required, and the data recovery plan shall be implemented. The data recovery plan shall specify a statistically significant sample of the site to be excavated and shall describe the specific tools, screening size, and methods to be used. The plan shall describe how structural remains, if any, will be exposed and mapped. Laboratory studies planned for the analysis of the finds shall also be described.	Project Sponsor Qualified Archaeologist Construction Contractor	Metro and/or the City of Los Angeles	Pre-Construction Construction	Once, Pre-Construction and as Determined by Archaeological Testing Plan and/or Data Recovery Plan (proof of compliance)	Archaeological Testing Plan If Significant Archaeological Remains Are Discovered, Data Recovery Plan

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
MM-CUL-E: Archaeological Testing Plan for Los Angeles State Historic Park. To mitigate unavoidable impacts to Resource 19-003120, an NRHP-eligible archaeological site, an archaeological testing plan and data recovery plan for the Area of Direct Impacts shall be prepared and implemented prior to ground-disturbing activities. The testing plan shall be prepared in consultation with California State Parks and SHPO (per PRC § 5024.5). The testing plan shall propose limited archaeological excavations of a portion of the site overlapping the Area of Direct Impacts. The test excavations are intended to identify the location, integrity, and significance of archaeological deposits that may be impacted by the proposed Project; and will specifically be used to confirm and define potential foundations for the Southern Pacific Railroad office/freight house that are shown in Sanborn fire insurance maps to overlap the Area of Direct Impacts for the station. The plan shall outline excavation locations and methods, such as where and in what soils mechanical excavations may or may not be used, screen sizes, and the criteria thresholds that would require data recovery. If significant archaeological remains are encountered that appear to contribute to the site's NRHP and CRHR eligibility during the test excavations and avoidance/ preservation-in-place is not possible, data recovery excavations will be required, and the data recovery plan shall be implemented. The plan shall specify a statistically significant sample of the site to be excavated and shall describe the specific tools, screening size, and methods to be used. The plan shall describe how structural remains, if any, will be exposed and mapped. Laboratory studies planned for the analysis of the finds shall also be described.	Project Sponsor Qualified Archaeologist Construction Contractor	Metro and/or the City of Los Angeles and/or California Department of Parks and Recreation	Pre-Construction Construction	Once, Pre-Construction and as Determined by Archaeological Testing Plan and/or Data Recovery Plan (proof of compliance)	Archaeological Testing Plan If Significant Archaeological Remains Are Discovered, Data Recovery Plan
MM-CUL-F: Redesign of Placement of Park Amenity Structures to Avoid Archaeological Features at Los Angeles State Historic Park Station. After implementation of CUL-E, if it is found that the Los Angeles State Historic Park amenities (e.g., concessions and restroom) at the Los	Project Sponsor Qualified Archaeologist	Metro and/or the California Department of Parks and Recreation	Pre-Construction	Once, Pre-Construction	If Necessary, Reconfiguration of Locations of Los Angeles State Historic

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
Angeles State Historic Park have the potential to impact any significant features found during the testing phase of CUL-E, the location of the Los Angeles State Historic Park amenity structures will be reconfigured to avoid and/or diminish impacts to those features as feasible.	Construction Contractor				Park Amenity Structures
Geology and Soils					
MM-GEO-A: Prepare a Site-Specific Final Geotechnical Report: The Project Sponsor shall engage a California-registered geotechnical engineer to prepare and submit a site specific- final geotechnical investigation and report to the City of Los Angeles for review, consistent with the requirements of the CBC, applicable Los Angeles amendments, and California Geological Survey Special Publication 117 (as amended). A site-specific geotechnical exploration program, along with associated laboratory testing, is necessary to complete a design-level evaluation of the geologic hazards and conditions, seismic hazards, grading conditions, and foundation capacities. The site-specific final geotechnical report shall provide a description of the geological and geotechnical conditions at the site; the findings, conclusions, and mitigation recommendations for potential geologic and seismic hazards; and design-level geotechnical recommendations in support of grading and foundation design. Additionally, the geotechnical report shall include recommended measures to reduce potential impacts related to landslides, subsidence, liquefaction, differential settlement, expansive soils, soil corrosivity, or other potential ground failures induced by the proposed Project. The submittal and approval of the final geotechnical report shall be a condition of the grading and construction permits issued by the City of Los Angeles Department of Building and Safety. The Project Sponsor shall implement the recommendations contained in the approved report during project design and construction.	Project Sponsor Geotechnical Engineer	Metro and/or the City of Los Angeles (Los Angeles Department of Building and Safety)	Pre-Construction Construction	Once, Plan Check (proof of compliance) Periodic Field Inspections during Construction	Approval of the Site-Specific Final Geotechnical Report by Geotechnical Engineer by the City of Los Angeles (Department of Building and Safety) Issuance of Applicable Building Permit(s) Issuance of Certificate of Occupancy

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
MM-GEO-B: Prepare a Paleontological Resources Monitoring and Mitigation Plan (PRMMP): A PRMMP shall be developed by a qualified paleontologist meeting the criteria established by the Society for Vertebrate Paleontology. The plan shall apply to paleontologically sensitive deposits, including older Quaternary alluvium and Puente formation deposits, that may be impacted by the proposed Project, as determined by a qualified paleontologist in consultation with the construction team and guided by geotechnical coring. The qualified paleontologist shall supervise the paleontological monitor, who shall be present during construction excavations into older Quaternary alluvial deposits and Miocene Puente formation deposits. Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains, and where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains. The frequency of monitoring inspections shall be determined by the paleontologist, and shall be based on the rate of ground-disturbing activities, the material being excavated, and the depth of excavation; and if found, the abundance and type of paleontological materials. If any paleontological materials are found, the paleontological monitor shall temporarily divert or redirect ground-disturbing activities in the area of the exposed fossil to facilitate evaluation, and if necessary, salvage. The paleontologist shall assess the discovered material(s) and provide a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource, as appropriate. The Project Sponsor shall comply with the recommendations of the evaluating paleontologist, and ground-disturbing activities may resume once the paleontologist's recommendations have been implemented to the paleontologist's satisfaction. If paleontological materials are found, the paleontologist shall prepare a report identifying the resource and the recommendations proposed and implemented, within 1 year of completion of the	Project Sponsor Qualified Paleontologist Construction Contractor	Metro and/or City of Los Angeles	Pre-Construction Construction	Once, Plan Check (proof of compliance) To Be Determined in Consultation with Qualified Paleontologist	Monitoring and Mitigation Plan (PRMMP) by Qualified Paleontologist In the Event that Paleontological Materials are Found, Report Prepared and Submitted to the Los Angeles County Natural History Museum within 1 Year of Completion of Fieldwork

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
fieldwork. A copy of the report shall be submitted to the Los Angeles County Natural History Museum.					
Greenhouse Gas Emissions					
GHG-PDF-A: Green Power. Electrical power for the operation of the proposed Project's aerial gondola system and associated stations, junction, and towers would come from renewable resources. The proposed Project shall achieve this through applying to LADWP's Green Power Program or other available LADWP (or equivalent) programs that provide renewable electricity.	Project Operator	Metro and/or the City of Los Angeles	Prior to issuance of Certificate of Occupancy	Once, prior to issuance of Certificate of Occupancy	Compliance Certificate Issuance of Certificate of Occupancy
Hazards and Hazardous Materials					
MM-HAZ-A: Prepare a Soil and Groundwater Management Plan: The Project Sponsor shall retain a qualified environmental consultant to prepare a Soil and Groundwater Management Plan prior to any re-grading, decommissioning, or construction activities. The Soil and Groundwater Management Plan would be prepared and implemented to specify methods for handling and disposal in the event contaminated groundwater, contaminated soil, or structures, are encountered during project construction. The Soil and Groundwater Management Plan shall provide a summary of the environmental conditions at each Project component site, including stations and towers. The Soil and Groundwater Management Plan shall include methods and procedures for sampling and analyzing soils and/or groundwater in order to classify them as either hazardous or non-hazardous, and if identified as hazardous, shall include additional methods and procedures for the proper handling and removal of impacted soils and/or groundwater for off-site disposal and/or recycle. Methods and procedures in the Soil and Groundwater Management Plan shall be in accordance with current federal, state, and local regulations and be protective of workers and the environment. This Soil and Groundwater Management Plan shall be submitted to the LADBS for review prior to	Project Sponsor Qualified Environmental Consultant Construction Contractor	Metro and/or the City of Los Angeles (Los Angeles Department of Building and Safety)	Pre-Construction Construction	Once, Plan Check (proof of compliance) Periodic Field Inspections during Construction	Approval of Soil and Groundwater Management Plan by Qualified Environmental Consultant by the City of Los Angeles (Department of Building and Safety) Issuance of Building Permits Compliance Certificate Issuance of Certificate of Occupancy

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
commencement of demolition and construction activities and as a condition of the grading, construction, and/or demolition permit(s). Contract specifications shall mandate full compliance with all applicable local, state, and federal regulations (including but not limited to, as applicable, OSHA Safety and Health Standards, Cal/OSHA requirements, federal, state and local waste disposal regulations, SCAQMD Rule 1166, as well as any other applicable requirements of the California Department of Toxic Substances, the Los Angeles Regional Water Quality Control Board, and the City of Los Angeles) related to the identification, excavation, transportation, and disposal of hazardous materials, including those encountered in excavated soil and dewatered groundwater.					
MM-HAZ-B: Hazardous Materials Abatement: Prior to demolition of the existing building at 1201 North Broadway, a licensed abatement contractor will conduct hazardous materials abatement, which would remove, dispose of, and transport hazardous materials in accordance with federal, state, and local regulations. The licensed abatement contractor would be required to comply with Cal/OSHA regulations governing asbestos standards and lead paint standards (California Code of Regulations Article 4 Sections 1529, 5208, and 1532), OSHA 29 Code of Federal Regulations 1926.62 regarding lead in construction, and OSHA 29 Code of Federal Regulations 1926.1101 regarding asbestos exposure. The contractor would also be required to comply with SCAQMD Rule 1403, related to asbestos emissions during building demolition activities. Safe work measures would be taken during the hazardous materials abatement, including wetting the area to prevent possible release of hazardous materials into the air and removing dust with high-efficiency particulate air vacuums and/or disposable wet wipe towels.	Project Sponsor Licensed Abatement Contractor Construction Contractor	Metro and/or the City of Los Angeles	Pre-Construction (prior to Demolition of 1201 North Broadway)	Once, Plan Check Periodic Field Inspections during Pre-Construction (prior to Demolition of 1201 North Broadway)	Compliance Certificate by Licensed Abatement Contractor Issuance of Applicable Demolition Permit for 1201 North Broadway

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
Land Use and Planning					
MM-LUP-A: Obtain a Los Angeles State Historic Park General Plan Amendment. Pursuant to Public Resources Code 5002.2, the proposed Project shall obtain an amendment to the Los Angeles State Historic Park General Plan to allow transit uses within the Los Angeles State Historic Park General Plan.	Project Sponsor	Metro and/or California Department of Parks and Recreation	California Department of Parks and Recreation Approval Process	Once, at the Conclusion of the California Department of Parks and Recreation Approval Process	Approval of the Los Angeles State Historic Park General Plan Amendment
Noise					
NOI-PDF-A: Gondola Cabin Noise Control Features. The Project's gondola cabins shall include the following features: • Gondola cabins shall be designed with an interior-to-exterior noise reduction rating of no less than Sound Transmission Class (STC) 35. • If heating, ventilation, and air conditioning (HVAC) units are included in the gondola cabin design, they shall be designed with a sound power level of no more than 71 dBA.	Project Sponsor Gondola Cabin Manufacturer	Metro and/or the City of Los Angeles	Prior to issuance of Certificate of Occupancy	Once, prior to issuance of Certificate of Occupancy	Compliance Certificate by Gondola Cabin Manufacturer Issuance of Certificate of Occupancy
MM-NOI-A: Prepare a Construction Noise Management Plan. Prior to the issuance of grading permits for the proposed Project, the Project Sponsor shall design a Construction Noise Management Plan to minimize the construction-related noise impacts to off-site noise-sensitive receptors. The Construction Noise Management Plan shall include the following measures to reduce noise levels: • **Noise Barriers**: Temporary construction noise barriers between the Project construction area and affected receptors shall be installed as identified below. The noise barriers shall be designed to have a sound transmission class (STC) rating of at least 25 and should have the ability to provide a range of noise reduction between 5 dBA and 15 dBA when the construction equipment is located below the elevation level of the noise barrier and there is no line-of-sight between the construction equipment and the noise-sensitive receptors. Specific locations and heights for the temporary noise	Project Sponsor Qualified Noise Consultant Construction Contractor	Metro and/or the City of Los Angeles	Pre-Construction Construction	Once, Plan Check (proof of compliance) Periodic Field Inspections during Construction	Submittal of Construction Noise Management Plan by Qualified Noise Consultant Issuance of Applicable Grading Permits Compliance Certificate by Qualified Noise Consultant

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
barriers shall include the following by Project components: • Alameda Station o For the entire duration of construction, the Project shall provide a 24-foot tall temporary noise barrier between the Project construction site and NSR 3 [Mozaic Apartments]. o For the entire duration of construction, the Project shall provide an 8-foot temporary noise barrier between the Project construction site and NSR 1A [Union Station] and NSR 1B [First Five LA]. o During the Foundations and Columns phase, the Project shall provide a 10-foot temporary noise barrier between the Project construction activities occurring within Alameda Street and NSR 1A [Union Station], NSR 1B [First Five LA], NSR 2 [El Pueblo], and NSR 3 [Mozaic Apartments]. o During a portion of the Structural Steel and Gondola Equipment Erection phase and during a portion of the Vertical Circulation, Hardscaping, Landscaping, and Interior Work phase, temporary platforms will be installed to facilitate construction activities. While the temporary platforms are installed, the Project shall provide a 10-foot temporary noise barrier on the temporary platforms between the Project construction site and NSR 3. • Alameda Tower o For the entire duration of construction, the Project shall provide an 8-foot temporary noise barrier between the Project construction site and NSR 4 [The California Endowment]. o During a portion of the Structural Steel and Gondola Equipment Erection phase, temporary platforms will be installed to facilitate construction activities. While the temporary platforms are installed, the Project shall provide					

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
a 10-foot temporary noise barrier on the temporary platforms between the Project construction site and NSR 4. • Alpine Tower ○ For the entire duration of construction, the Project shall provide an 8-foot temporary noise barrier between the Project construction site and NSR 6 [Chinatown Senior Lofts] and NSR 7 [Homeboy Industries]. ○ During a portion of the Structural Steel and Gondola Equipment Erection phase, temporary platforms will be installed to facilitate construction activities. While the temporary platforms are installed, the Project shall provide a 10-foot temporary noise barrier on the temporary platforms between the Project construction site and NSR 6 and NSR 7. ○ NSR 5 [Future Residential] is currently an undeveloped City-owned parking lot and is proposed for future multi-family residential uses. If NSR 5 is occupied by residential units at the time of Project construction, the following noise barriers shall be provided: ▪ For the entire duration of construction, the Project shall provide an 8-foot temporary noise barrier between the Project construction site and NSR 5. ▪ During the Foundations and Columns and Structural Steel and Gondola Equipment Erection phases, the Project shall provide a 24-foot temporary noise barrier between the Project construction site and occupied residential units at NSR 5 [Future Residential]. ▪ During a portion of the Structural Steel and Gondola Equipment Erection phase, temporary platforms will be installed to facilitate construction activities. While the temporary platforms are installed, the					

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
Project shall provide a 10-foot temporary noise barrier on the temporary platforms between the Project construction site and NSR 5. • Chinatown/State Park Station o For the entire duration of construction, the Project shall provide an 8-foot temporary noise barrier between the Project construction site and NSR 9 [Blossom Plaza], NSR 10 [Future Residential Development], NSR 11 [Capitol Milling], and NSR 14S [Los Angeles State Park]. The noise barrier will include a gate that may be temporarily opened for access during construction hours along Spring Street for construction access. o For the entire duration of construction, the Project shall provide a 10-foot temporary noise barrier between the Chinatown / State Park Station and NSR 8 [College Station] and NSR 12 [Future Residential Development]. o During a portion of the Structural Steel and Gondola Equipment Erection phase, temporary platforms will be installed to facilitate construction activities. While the temporary platforms are installed, the Project shall provide a 10-foot temporary noise barrier on the temporary platforms between the Project construction site and NSR 8, NSR 12, and NSR 14S. • Broadway Junction o For the entire duration of construction, the Project shall provide a 24-foot temporary noise barrier between the Project construction site and NSR 13 [Future Development], NSR 14N [Los Angeles State Historic Park], and NSR 17 [Low Rise Residential]. o During the Demolition phase and the Foundations and Columns phase, the Project shall provide a 24-foot temporary noise barrier					

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
between the Project construction site and NSR 16 [Cathedral High School]. ○ During the Structural Steel and Gondola Equipment Erection phase and the Vertical Circulation, Hardscaping, Landscaping, and Interior Work phase, the Project shall provide an 8-foot temporary noise barrier between the Project construction site and NSR 16 [Cathedral High School] ○ During a portion of the Structural Steel and Gondola Equipment Erection phase and during a portion of the Vertical Circulation, Hardscaping, Landscaping, and Interior Work phase, temporary platforms will be installed to facilitate construction activities. While the temporary platforms are installed, the Project shall provide a 10-foot temporary noise barrier on the temporary platforms between the Project construction site and NSR 13, NSR 14 N, NSR 16, and NSR 17. • Stadium Tower ○ During the Foundations and Columns phase, the Project shall provide an 8-foot temporary noise barrier between the Project construction site and NSR 16 [Cathedral High School] and NSR 17 [Low Rise Residential]. ○ During a portion of the Structural Steel and Gondola Equipment Erection phase, temporary platforms will be installed to facilitate construction activities. While the temporary platforms are installed, the Project shall provide a 10-foot temporary noise barrier on the temporary platforms between Project construction and NSR 16 and NSR 17. • **Equipment Maintenance**: Construction equipment shall be properly maintained per manufacturers' specifications to prevent noise due to worn or improperly maintained parts and shall be fitted with the best available noise suppression devices (i.e., mufflers, lagging, and/or motor enclosures).					

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
All impact tools shall be shrouded or shielded, and all intake and exhaust ports on power equipment shall be muffled or shielded. • **Electrical Sources:** When possible, on-site electrical sources shall be used to power equipment rather than diesel generators. • **Sensitive Uses:** Fixed and/or stationary equipment (e.g., generators, compressors, concrete mixers) shall be located away from noise-sensitive receptors. • **Community Outreach:** The following shall be implemented to reduce impacts to the local community related to disturbances from construction noise: o Noise Disturbance Coordinator: A noise and vibration disturbance coordinator shall be established. The noise disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The noise and vibration disturbance coordinator shall determine the cause of the complaint (e.g., starting too early, bad muffler, etc.) and shall be required to implement reasonable measures to address the complaint. Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow surrounding property owners to contact the job superintendent if necessary. In the event a complaint is received, appropriate corrective actions shall be implemented, and a report of the action provided to the reporting party. o Construction Notice: The construction contractor shall provide a construction notice to residents within 500 feet of the construction site for each Project component prior to initiation of construction activities. The construction site notice shall include job site address, anticipated equipment to be used and duration of construction activities, permit					

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
number, name and phone number of the job superintendent, construction hours, and the City telephone number where violations can be reported. The notice will also include the phone number of the noise disturbance coordinator. • **Limit Idling Equipment**: Construction equipment shall not idle for longer than 5 minutes, as required by section 2485 of the California Code of Regulations.					
MM-VIB-A: **Vibration Monitoring:** Prior to the issuance of grading permits for the proposed Project, the Project Sponsor shall design a Vibration Monitoring Plan. The Plan shall provide for: • Vibration Monitoring Equipment: the placement of vibration monitoring equipment approximately 26 feet away from the Avila Adobe (1970s addition), El Grito mural wall, and The Old Winery by a qualified professional for real-time vibration monitoring for construction work at the Alameda Station requiring heavy equipment or ground compaction devices. • Modification of Vibration Equipment: the monitoring devices shall notify the construction crew if vibration levels are within 0.1 PPV, in/sec, of the vibration damage threshold. The construction crew shall modify the construction equipment to ensure that the vibration damage threshold is not exceeded.	Project Sponsor Qualified Vibration Consultant Construction Contractor	Metro and/or the City of Los Angeles	Pre-Construction Construction	Once, Plan Check (proof of compliance) Periodic Field Inspections during Construction	Submittal of Vibration Monitoring Plan by Qualified Vibration Consultant Issuance of Grading Permits Compliance Certificate by Qualified Vibration Consultant
MM-VIB-B: Force-Adjustable Ground Compaction Devices: For construction work occurring at the Alameda Station in proximity to the Avila Adobe (1970s addition), El Grito Mural, and The Old Winery: • At a distance of 26 feet or more from the Avila Adobe (1970s addition), El Grito Mural and The Old Winery, any ground compacting equipment, including vibratory rollers and plate compactors, shall be calibrated onsite prior to use to ensure vibration levels remain below the assumed reference level of 0.21 PPV, in/sec, at 25 feet. If the ground compacting equipment cannot achieve the	Project Sponsor Qualified Vibration Consultant Construction Contractor	Metro and/or the City of Los Angeles	Construction	Once, Plan Check (proof of compliance) Periodic Field Inspections during Construction	Inclusion of requirement in Construction Plan Issuance of Building Permits Compliance Certificate by Qualified Vibration Consultant

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
assumed reference level, equipment with less vibration (less than 0.21 PPV, in/sec, at 25 feet), non-vibrating equipment, or hand tools shall be required for ground compaction activities. • Any ground compaction or excavation/drilling operations within 26 feet of the Avila Adobe (1970s addition), El Grito Mural or The Old Winery structures must be completed with non-vibrating equipment or hand tools.					
Transportation					
TRA-PDF-A: Additional Visibility Enhancements: Subject to the approval of the Los Angeles Department of Transportation, as a best practice to further enhance pedestrian visibility at the Chinatown/State Park Station, stripe a high visibility crosswalk and add upgraded lighting for the driveway crossing south of the Los Angeles State Historic Park.	Project Sponsor Transportation Engineer Construction Contractor	Metro and/or the City of Los Angeles (Los Angeles Department of Transportation)	Prior to Completion of Construction	Once, Prior to Completion of Construction	Approval of Additional Visibility Enhancements by the City of Los Angeles (Los Angeles Department of Transportation) Submittal of Compliance Report Certificate of Occupancy
MM-TRA-A: Visibility Enhancements: Prior to the completion of construction of the proposed Project, and in coordination with and subject to the approval of LADOT, the Project Sponsor shall design the following visibility enhancements at the following locations: • Alameda Tower – Implement a no right turn on red restriction to prohibit vehicles from making a right turn on red from westbound Alhambra Avenue to northbound Alameda Street. • Chinatown/State Park Station – Implement an operational strategy or design to channelize pedestrians walking from the Los Angeles State Historic Park to the crosswalk across the existing driveway south of the Park to prevent pedestrians from crossing the driveway west of columns supporting the Chinatown/State Park Station to ensure crossings occur in the crosswalk where	Project Sponsor Transportation Engineer Construction Contractor	Metro and/or the City of Los Angeles (Los Angeles Department of Transportation) and California Department of State Parks (as to the Chinatown/State Park Station)	Prior to Completion of Construction	Once, Prior to Completion of Construction	Approval of Visibility Enhancements by the City of Los Angeles (Los Angeles Department of Transportation) and California Department of State Parks (as to the Chinatown/State Park Station) Submittal of Compliance Report Certificate of Occupancy

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
visibility is sufficient. The ultimate design or operational method of channelization (such as station staff directing pedestrians towards the crosswalk or a physical method such as a gate) would be coordinated with State Parks. The mitigation measure would be implemented during the construction phase and would be completed prior to proposed Project operations.					
MM-TRA-B: Construction Traffic Management Plan: Prior to the issuance of a building permit for the proposed Project, a detailed Construction Traffic Management Plan (CTMP), including street closure information, detour plans, haul routes, and a staging plan, shall be prepared and submitted to the City for review and approval. The CTMP shall formalize how construction will be carried out and identify specific actions that will be required to reduce effects on the surrounding community. The CTMP shall be based on the nature and timing of the specific construction activities at each of the Project construction sites. This coordination will ensure construction activities of the concurrent related projects and associated hauling activities are managed in collaboration with one another and the proposed Project. The CTMP may be updated as construction progresses to reflect progress at the various Project construction sites. The CTMP will include, but not be limited to, the following elements as appropriate: • As traffic lane, parking lane, and sidewalk closures are anticipated, worksite traffic control plans, approved by the City of Los Angeles, shall be developed and implemented to route vehicular traffic, bicyclists, and pedestrians around any such closures. • Visibility to open pedestrian crossings will be maintained, or temporary or permanent measures consistent with Mitigation Measure TRA-A shall be implemented if determined to be appropriate in coordination with LADOT. In absence of measures to mitigate or eliminate visual obstructions for	Project Sponsor Transportation Engineer Construction Contractor	Metro and/or the City of Los Angeles (Los Angeles Department of Transportation)	Pre-Construction	Once, Plan Check (proof of compliance)	Approval of Construction Traffic Management Plan by City of Los Angeles (Los Angeles Department of Transportation) Inclusion of requirement in Construction Plan

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
pedestrians crossing the street, pedestrian crossings may be closed or relocated to more visible locations. • Existing school crossings, as denoted by yellow crosswalk striping consistent with the Manual on Uniform Traffic Control Devices (MUTCD) along proposed detour routes, shall be evaluated in coordination with LADOT to determine if crossing guards should temporarily be assigned. If it is determined that crossing guards should be assigned, on days/times when detours are active, the proposed Project shall fund crossing guards during morning school arrival and afternoon school departure periods during periods when adjacent schools are in session. If school crossings along detour routes are unsignalized, temporary traffic signals will be evaluated in coordination with LADOT and would be implemented by the proposed Project if deemed necessary. • As partial and full street closures are anticipated at various locations during portions of the Project construction, detour plans, approved by the City of Los Angeles, shall be developed and implemented to route vehicular traffic and bicyclists to alternative routes during these periods. • Ensure that access will remain accessible for land uses in proximity to the Project alignment and component sites during project construction. In some cases, alternative access locations would be provided or supervised temporary access through the worksite would be accommodated during construction phases where access is hindered, such as foundation construction. • Coordinate with the City and emergency service providers to ensure emergency access is provided to the Project alignment and component sites and neighboring businesses and residences. Emergency access points will be marked accordingly in consultation with LAFD, as necessary.					

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
• Conduct bi-monthly construction management meetings with City staff and other surrounding construction-related project representatives (i.e., construction contractors) whose projects will potentially be under construction at around the same time as the Project, or as otherwise determined appropriate by City Staff. • Provide off-site truck staging in a legal area furnished by the construction truck contractor. • Schedule deliveries and pick-ups of construction materials during non-peak travel periods to the extent possible and coordinate to reduce the potential of trucks waiting to load or unload for protracted periods. • During construction activities when construction worker parking cannot be accommodated at the Project component sites, identify alternate parking location(s) for construction workers and the method of transportation to and from the Project component sites (if beyond walking distance) for approval by the City 30 days prior to commencement of construction. • Provide all construction contractors with written information on where their workers and their subcontractors are permitted to park and provide clear consequences to violators for failure to follow these regulations.					
MM-TRA-C: Temporary Disaster Route Plan: Prior to the issuance of a building permit for the proposed Project, and in coordination with and subject to the approval of LADOT, the Project Sponsor shall submit a temporary disaster route plan to LADOT, which shall include street closure information and detour plans in order to facilitate the movement of emergency vehicles through the study area and minimize effects on emergency response during a disaster. Construction activities and temporary lane closures could quickly be halted in event of an emergency to allow emergency vehicles to travel through the work zones. In addition	Project Sponsor Transportation Engineer Construction Contractor	Metro and/or the City of Los Angeles (Los Angeles Department of Transportation)	Pre-Construction	Once, Plan Check (proof of compliance)	Approval of Construction Traffic Management Plan by City of Los Angeles (Los Angeles Department of Transportation) Inclusion of requirement in Construction Plan

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
to detours, the temporary disaster route plan could also include temporary operational measures that would be implemented by the City during a disaster, including temporary contra-flow lanes or reversing directions to flush vehicles during a disaster situation. The temporary disaster route plan would be prepared for the following locations: • During those periods when construction of the Alameda Station, the Chinatown/State Park Station, and the Alameda and Alpine Towers require partial closure of one direction or full closure of both directions of Alameda Street or Spring Street.					
Tribal Cultural Resources					
MM-TCR-A Native American Monitor. Because of the potential to encounter tribal cultural resources, a Native American monitor shall be retained to monitor project-related, ground-disturbing construction activities (e.g., boring, grading, excavation, drilling, trenching) that occur after existing pavement and structures are removed at the location of the Alameda Station. If cultural resources are encountered elsewhere along the alignment during construction that, in the opinion of the archaeological Principal Investigator (as defined in 32 CFR Section 767.8), are likely of Native American origin, then Native American monitoring may be extended to include the area of the find. The Principal Investigator will make the recommendation to the Project Sponsor and Metro if it seems the Native American monitoring should be extended. The appropriate Native American monitor shall be selected based on ongoing coordination with consulting tribes and shall be identified in the CRMMP. The CRMMP is described in Mitigation Measure CUL-A. Specifically, the CRMMP and Native American monitoring would be applicable to ground disturbance activities extending into native soils at the location of the Alameda Station and, if cultural resources are encountered elsewhere along the alignment during construction that, in the opinion of the archaeological	Project Sponsor Qualified Native American Monitor Construction Contractor	Metro and/or the City of Los Angeles	Pre-Construction Construction	Once, Plan Check (proof of compliance) To Be Determined by the Archaeological Principal Investigator	Cultural Resources Monitoring and Mitigation Plan If Cultural Resources That May Be of Native American Origin Are Discovered, Data Recovery Plan

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
Principal Investigator, are likely of Native American origin. Monitoring procedures and the role and responsibilities of the Native American monitor shall be outlined in the CRMMP. In the event the Native American monitor identifies cultural or archeological resources, the monitor shall be given the authority to temporarily halt construction (if safe) within 50 feet (15 meters) of the discovery to investigate the find and contact the archaeological Principal Investigator. The Native American monitor and consulting tribe(s) shall be provided an opportunity to participate in the documentation and evaluation of the find. If a data recovery plan is prepared, the consulting tribe(s) shall be provided an opportunity to review and provide input on the plan.					
Utilities and Service Systems					
MM-USS-A: Development of a Utility Relocation Plan: Before the start of construction-related activities, including the relocation of utilities, the Project Sponsor shall coordinate with the Los Angeles Department of Water & Power, the Los Angeles Sanitation & Environment Department, the Southern California Gas Company, and Metro to prepare a Utility Relocation Plan. The Project Sponsor shall also coordinate with the utility companies to minimize impacts to services throughout the Project and obtain their approval of the Utility Relocation Plan. The Utility Relocation Plan shall be prepared, reviewed, and approved by a licensed civil engineer and, at a minimum, include the following: • Plans that identify the utility infrastructure elements, including access for utility providers and easements, as applicable, that require relocation as a result of the proposed Project; • Safety measures to avoid any human health hazards or environmental hazards associated with capping and abandoning some utility infrastructure, such as natural gas lines or sewer lines; and	Project Sponsor Civil Engineer Construction Contractor	Metro and/or the City of Los Angeles (Los Angeles Department of Water & Power, the Los Angeles Sanitation & Environment Department) and Southern California Gas Company	Pre-Construction	Once, Pre-Construction (proof of compliance)	Approval of the Utility Relocation Plan

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
• Timing for completion of the utility relocation, which shall be scheduled to minimize disruption to the utility companies and their customers.					
Wildfire					
WFR-PDF-A: The Project will prepare a Fire Protection Plan, which will be implemented during construction of the Broadway Junction, Stadium Tower, and Dodger Stadium Station. The Fire Protection Plan will include the following measures that shall be implemented to the extent applicable in order to further reduce risks associated with ignition of wildland fire: • Prior to the start of any construction activities, a Fire Prevention Program Superintendent shall be designated to interface with the LAFD and coordinate fire watch and site fire prevention and response. • In exceedance of regulatory requirements, the Fire Prevention Program Superintendent shall prohibit hot work construction activities during Red Flag Warnings, which are issued for a stated period of time by the National Weather Service using pre-determined criteria to identify particularly critical wildfire danger in a particular geographic area. • Prior to the start of any hot work construction activities, the Fire Prevention Program Superintendent will implement tiered fire watches with increased staff tasked with monitoring for ignitions during hot work activities (fire watch). The fire watch shall be provided during hot work and shall continue to monitor for a minimum of 30 minutes following completion of the hot work activities. The Fire Prevention Program Superintendent may determine during construction that this monitoring period be increased based on the potential for weather conditions that may increase the potential for sparks to be carried by the wind and result in ignition (i.e., the potential for high wind events, high temperature, and/or low relative humidity).	Project Sponsor Fire Consultant Construction Contractor	Metro and/or the City of Los Angeles (LAFD)	Pre-Construction Construction	Once, Plan Check (proof of compliance) Period Field Inspection during Construction by Fire Prevention Program Superintendent	Fire Protection Plan by the Fire Consultant Training Records Provided to the City, LAFD, and Metro

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
• Prior to the start of any construction activities, the construction manager in coordination with the Fire Prevention Program Superintendent shall provide site fire safety training for all construction crew members, including on the regulatory requirements set forth in Section 3.20.2, the proper use of firefighting equipment, and procedures to be followed in the event of a fire. Project staff shall be trained prior to the start of construction to identify and report to the appropriate authority potential fire safety hazards, including the presence of sparks or smoke. The construction manager shall maintain training records which will be available for review by Metro, the City, and LAFD. • Prior to the start of construction, the construction area shall be cleared of all dead and downed vegetation and dead or dry leaves and pine needles from the ground. Trees within the construction area shall either be removed or trimmed to keep branches a minimum of 10 feet from other trees. Vegetation within the construction area shall be controlled through periodic cutting and spraying of weeds. • Ongoing fire safety inspections and patrols of the construction site shall be integrated into Project site security procedures for the duration of construction. The assigned fire patrols shall verify the proper tools and equipment are on site, serve as a lookout for fire starts, including participating in a fire watch to make sure no residual fire exists following the completion of the construction activity. • Each construction area shall be equipped with fire extinguishers and firefighting equipment sufficient to extinguish small flames. • The Fire Prevention Program Superintendent shall provide outreach and orientation services to responding fire stations including pre-staging measures prior to the start of hot work construction activities.					

Project Design Feature or Mitigation Measure	Responsible Party	Monitoring / Enforcement Agency	Monitoring Phase	Monitoring Frequency	Action(s) Indicating Compliance
• Any fire ignited on site shall be promptly reported to LAFD.					
WFR-PDF-B: Prior to the start of construction, the Project shall provide a fuel modification zone surrounding the Stadium Tower construction site starting from the construction area perimeter of either 70 feet or until the nearest paved roadway that thins or removes all vegetation, dead or dry leaves and pine needles from the ground, and trims or remove trees to keep branches a minimum of 10 feet from other trees. The Stadium Tower construction site plan shows a buffer zone of 70 feet or to nearest paved roadway.	Project Sponsor Construction Contractor	Metro and/or the City of Los Angeles (LAFD)	Pre-Construction	Once, Plan Check (proof of compliance)	Field Inspection Issuance of Applicable Building Permit for Stadium Tower
WFR-PDF-C: During operation of Broadway Junction, Stadium Tower, and Dodger Stadium Station, security monitoring by staff and cameras shall be implemented. Project staff shall be trained to identify and report to the appropriate authority potential fire safety hazards, including the presence of sparks or smoke. Any fire ignited on site shall be promptly reported to LAFD.	Project Operator	Metro and/or the City of Los Angeles	Prior to issuance of Certificate of Occupancy	Once, prior to issuance of Certificate of Occupancy	Inclusion of requirement in Emergency Operations Plan Issuance of Certificate of Occupancy

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