

## Appendix I.3

---

# Analysis of Proposed Pico Station Improvements



# Analysis of Proposed Pico Station Improvements

---

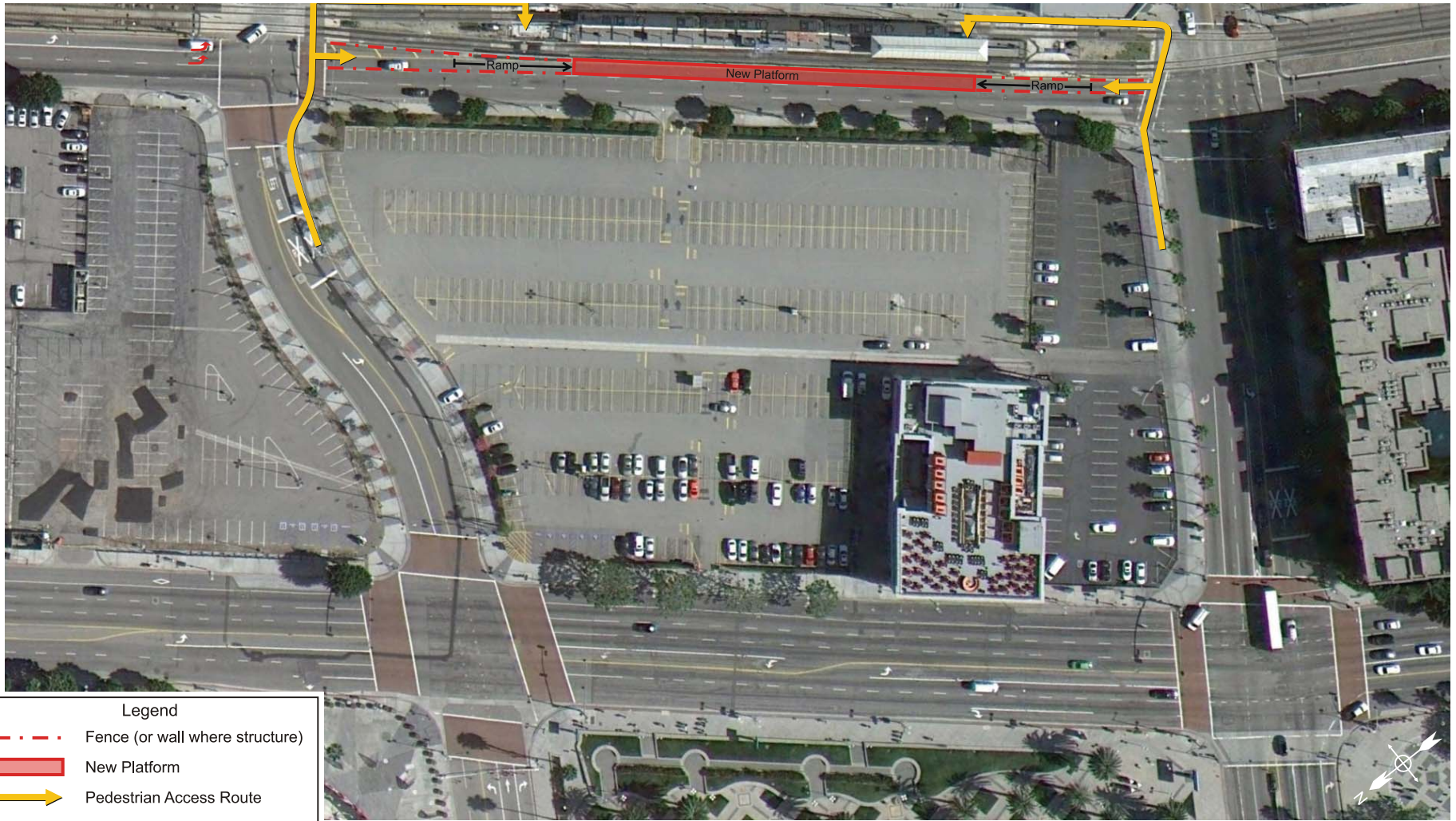
## 1. Introduction

### a. Description of Pico Station Improvements

Mitigation Measure B.1-1 requires the construction of a second platform located to the west of the existing Pico Station platform, to handle increased passenger rail loads during pre- and post-spectator event periods. This new platform would be built parallel and adjacent to the existing platform, within what is now the easterly third lane of Flower Street, between 12th Street and Pico Boulevard. The proposed Pico Station improvements would be completed prior to the first major Spectator Event at the proposed Event Center.

The new platform would be approximately 12 feet wide by 300 feet long (i.e., approximately the same length as the existing 300-foot-long platform), at a similar elevation to the existing platform, which is about 3 feet higher than the existing street. It would be designed and constructed in the same manner and with the same basic design features as the existing platform. Similar accessory features, such as a canopy and lighting, would be provided. An ADA-compliant pedestrian access ramp would extend on the north end of the platform, approximately 60 feet in length, leading to the intersection of Flower Street & 12th Street. A pedestrian ramp would extend on the south end of the platform to the intersection of Flower Street & Pico Boulevard. There would be a 2-foot-wide concrete buffer adjacent to and part of the platform, to help separate the platform from the traffic lanes on Flower Street. Beyond the platform, there would be a raised curb separation between the rail tracks and the travel lanes, probably with a fence to prevent pedestrians from crossing the tracks. Figure 1 and Figure 2 on pages 2 and 3 provide plan and section views of the conceptual design of the second platform improvements.

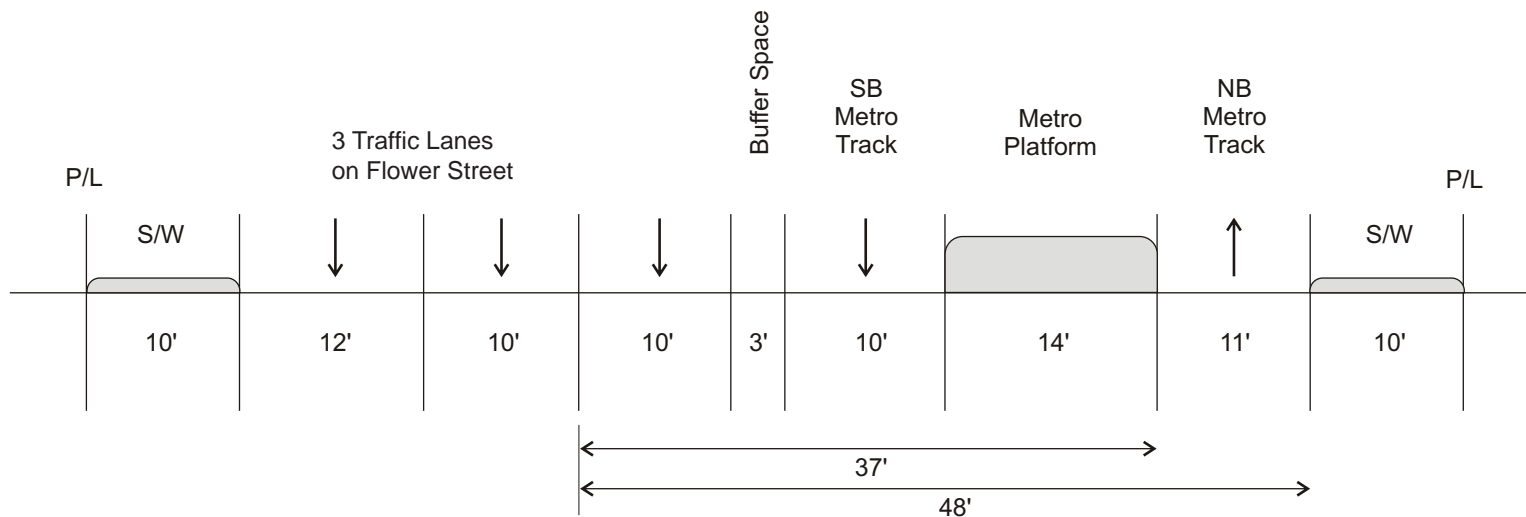
Additional station improvements would be built, along with the new platform. These could include rearrangement and possible replacement of existing platform amenities to minimize the size of the amenities in order to maximize pedestrian storage capacity (e.g., moving the fare machines off the existing platform to an adjacent street location), and possibly improvements to the access points for the existing platform from the east sidewalk of Flower Street. Additional signage may be installed, for advertising, travel instructions, directions, warnings, etc.



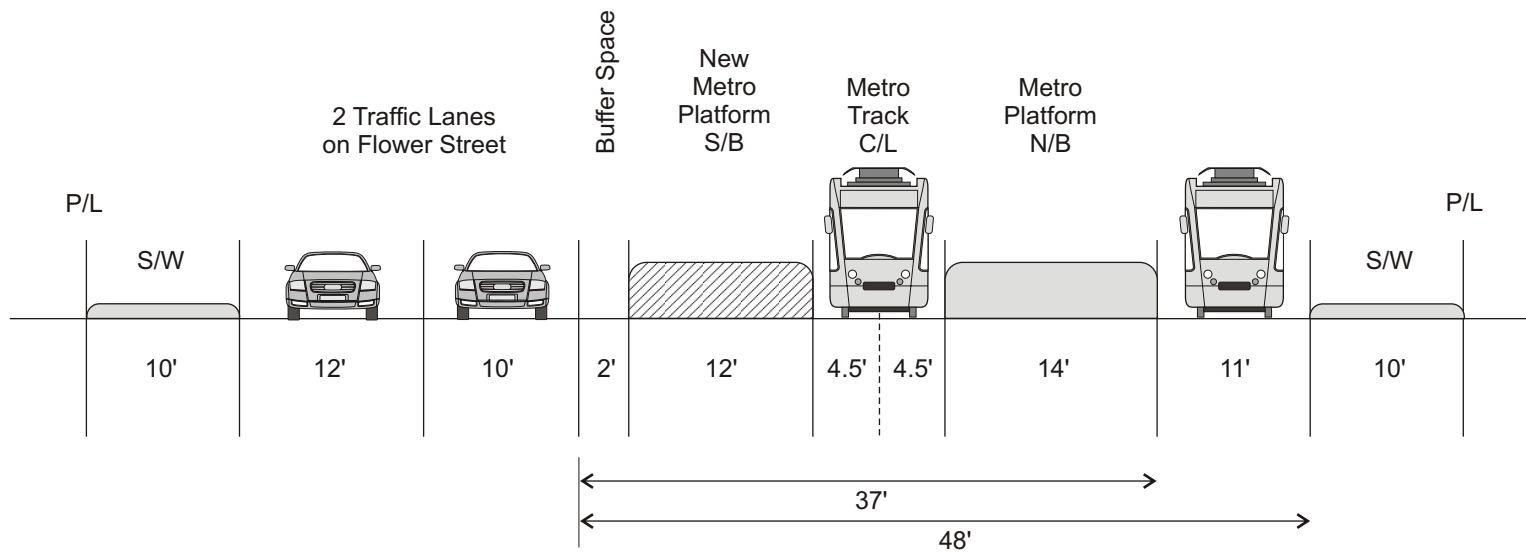
Not to Scale

Source: The Mobility Group, 2012

**EXISTING  
CONDITION**



**WITH  
SECOND  
PLATFORM**



Source: The Mobility Group, 2011

It is assumed that no new rail cars would need to be acquired, stored or maintained to handle the projected larger passenger loads at the Pico Station, as Metro currently has a sufficient number of rail cars to accommodate the Proposed Project's increased demand. No other facilities would be required to support the new platform and station renovations, on- or off-site.

## 2. Environmental Impacts

### a. Approach

If the second platform and related improvements were proposed as a stand-alone project, independent of any other project, it might be considered to be exempt from CEQA, pursuant to the exemption for Specified Mass Transit Project established in Section 15275 of the State CEQA Guidelines. This exemption is provided for mass transit projects which:

1. Institute or increases passenger or commuter service on rail lines or high-occupancy vehicle lanes already in use, including the modernization of existing stations and parking facilities; or
2. Extend facilities by no more than 4 miles, and are required for transfer of passengers from or to exclusive public mass transit guideway or busway public transit services.

The second platform at the existing Pico Station would accommodate an increase in passenger service on an existing Metro Blue line facility (and the future Exposition Line), and would involve only improvements at this station, without modifying existing tracks or any transit-related facilities off-site, that would accommodate more passengers during pre and post events at the proposed Event Center. As such, this "project" could qualify as a Specified Mass Transit Project, as defined above, and be considered exempt from CEQA.

Since the upgrading of the Pico Station is proposed specifically to facilitate and enhance the use of this existing public transit facility and reduce dependence on automobile trips during high attendance spectator events at the proposed Event Center, and would be built and ready for operation prior to the first major spectator event, it is considered to be a part of the overall Project and thus subject to an analysis of its environmental consequences, in terms of adding to the impacts of the Proposed Project at the Project Site. An assessment of the environmental impacts associated with construction and operation of the new platform and related Pico Station improvements is presented herein, to support City and Metro approval of these off-site improvements as within the scope of the Proposed Project and this Draft EIR. As such, subsequent analysis of these off-site improvements under CEQA would not be required.

## b. Methodology

Impacts attributable to the proposed Pico Station improvements are analyzed with respect to construction and long-term operations. Construction impacts are analyzed in some instances in terms of comparing construction impacts for the Pico Station improvements with impacts from similar construction activities at the Project Site, especially where such impacts have been quantified and presented in the respective sections of this Draft EIR. In other instances, construction impacts are assessed through a qualitative consideration of typical effects of construction activities on nearby land uses, local urban infrastructure, aesthetics, etc.

Long-term, operational impacts are assessed by considering the permanent effects of the changed conditions within the construction footprint area on existing site conditions and nearby land uses, and also by analyzing off-site effects through direct quantification of such impacts, where practical (i.e., traffic, air quality).

## c. Significance Thresholds

Short- and long-term impact significance was evaluated in accordance with the significance criteria established to assess the Project Impacts, for all of the same impact topics. Impact significance conclusions are based on both site-specific impacts, as well as the additive effects to the impacts of the Proposed Project as presented throughout Section IV of this Draft EIR.

## d. Environmental Impact Analysis

### 1. Construction Impacts

#### a. Overview

Construction of the new platform and other Pico Station improvements would be completed before the first Spectator Event at the Event Center. Construction activities would generally occur during the same daily time frames as construction at the Project Site; including late evening (9 P.M. to 12:00 A.M.) construction to minimize interference with train schedules and traffic flow along Flower Street. Construction activities would include:

- **Demolition and Site Preparation:** This would include demolition and removal of the existing concrete barrier between the existing platform and the easternmost lane of Flower Street, demolition and removal of street pavement in the easternmost lane of Flower Street, shallow excavation and minor earth movement to prepare the ground footprint area for construction of the new platform supports. In addition, during this construction phase, a suitable barrier

would be installed to separate the construction zone from the traffic lanes on Flower Street.

- **Reconfiguration of Flower Street** traffic lanes (i.e., reduction of three travel lanes to two), between 12th Street and Pico Street and pedestrian access improvements at the intersections of Flower Street/12th Street and Flower Street/Pico Boulevard.
- **New Platform Construction**, including station amenities, such as a canopy and lighting. Construction of the new concrete platform would require a total of approximately 40 to 50 concrete trucks, with 3 to 5 pours of 10 to 15 trucks each.
- **Renovations of Existing Station** features, such as the rearrangement/elimination of street furniture, fare machines, and enhanced pedestrian access to existing platform

#### *b. Environmental Analysis*

The following is an analysis of the potential environmental impacts associated with the construction of the proposed Pico Station improvements. Separate analyses of construction and long-term operational impacts are provided for each environmental issue analyzed in Section IV of this Draft EIR in the order presented therein.

#### *Land Use*

No land use policies specifically pertain to the construction of the Pico Station improvements. A discussion of how operations of the Pico Station improvements relate to land use policies is addressed in the land use discussion presented below under the heading of Long-Term Operations Impacts. During construction of the new platform, the existing easternmost lane of Flower Street would be closed between 12th Street and Pico Boulevard. The two remaining lanes would remain open for through traffic and access to the surface parking lot on the south side of the street would not be affected. The sidewalk along the eastern side of Flower Street would remain open for pedestrians and existing access to existing station platform and all buildings along that sidewalk would not be affected. Construction activities would, therefore, result in minor and less than significant impacts to existing land uses adjacent to the construction zone established for the Pico Station improvements.

#### *Transportation*

Closure of the easternmost lane of Flower Street would occur throughout the work on the platform improvements along with intermittent closures of the middle lane. This would reduce traffic capacity and possibly worsen intersection level of service upstream of the block between 12th and Pico Boulevard. This would be unlikely in the weekday

morning hours, due to the fact that Flower Street is one-way southbound and functions as an egress route from downtown, so commuter traffic is lower in the morning peak period. Worsening of levels of service could occur during the late afternoon peak hours. A variety of temporary traffic controls would be required to minimize impacts on traffic flows, such as the use of barriers, flaggers, notification signs, and electronic alerts, and possibly detours, in accordance with Mitigation Measure PP-2. Specific measures would be developed in consultation with LADOT and would be coordinated with the construction traffic control measures developed for the corresponding phase of construction at the Project Site. With this construction traffic control program, the temporary impacts to motor vehicle traffic flow would be reduced to less than significant levels.

Given the narrow separation between the southbound Metro tracks and the platform construction limits, there could be a need for occasional stoppage of train movements to provide sufficient maneuvering space for construction machinery and work crews. Such activities would be scheduled to occur during time periods of low transit service frequency to minimize disruptions to train service. In addition, methods to avoid interruption of train service such as sharing of the northbound tracks or use of alternate lines or forms of transit (e.g., buses) would be evaluated during the final design and implemented during construction, if deemed feasible by the Los Angeles County Metropolitan Transit Authority (see Mitigation Measure B.1-1). Due to the short-term nature of this impact, a temporary interruption of service would be a less than significant impact, irrespective of whether such methods to avoid interruption of train service are implemented.

### *Parking*

There are no vehicle parking facilities associated with the Pico Station, and parking is prohibited along the adjacent lane of Flower Street; therefore, construction of the new platform would have no effect on existing parking resources.

### *Pedestrian Safety*

Construction activities would not affect pedestrian circulation along the eastside or westside Flower Street sidewalks, since all construction work would occur within the existing station footprint and within the easternmost travel lane along Flower Street. There are existing pedestrian crosswalks at the two adjacent intersections at 12th Street and Pico Boulevard that provide access to the Pico Station that would remain open throughout the construction period. When in-street construction occurs along Flower Street, barriers would be placed to prevent pedestrian access into the active construction area and avoid possible accidents, mishaps or injuries. Specific pedestrian circulation and safety measures to be employed throughout this construction would be identified in the construction traffic management plan to be developed for the Proposed Project.



### *Aesthetics and Views*

Construction storage and staging would occur in the vicinity of the Pico Station; however the precise location has not been determined yet. Short-term views of the construction storage/staging area would be visible to motorists and pedestrians and train passengers. This would likely consist of partial views of construction materials and machinery of various sizes, inside of some sort of security barrier that would obstruct full views of whatever is stored inside the enclosed area. Views of active construction areas would affect mostly passing motorists and pedestrians, which are momentary viewing experiences; therefore, the aesthetic impact of the short-term views of the construction staging and storage area(s) would be less than significant. The visual character of the Pico Station and immediate surroundings would be altered by the active construction taking place on and adjacent to the station site. This character is not recognized as exceptional in any way, and while the construction work may be visually distracting for short periods of time, the impact to the visual character and quality of the site and surroundings would be considered minor and less than significant. Since the construction work would take place at ground level and within an area of equivalent height to the existing platform structures, there would be no blockage of significant views toward the LACC, STAPLES Center, L.A. Live, other Downtown districts, or distant landmarks, such as the Hollywood sign and the hillsides to the north of Downtown.

### *Natural Light and Artificial Light*

Construction would not involve the building of any structures that would cast shadows and no adverse shadow impacts would occur. Daytime construction activities would not require any artificial lighting and would, thus, have no impact involving introduction of additional lighting sources. Night construction is anticipated at various times, and temporary lighting will likely be necessary for that work. This lighting would add somewhat to illumination cast by street lights along Flower Street and atop the existing station platform and would likely be brighter within the construction zone. Lighting would be oriented to confine the illumination within the construction area, without spilling into traffic lanes along Flower Street. Motorists would not be significantly impacted by the construction lighting. There are no residences, lodging facilities, hospitals, or other types of sensitive land uses next to the anticipated construction zone that could be affected by temporary night lighting. Impacts associated with temporary night lighting during construction would therefore be less than significant.

### *Noise*

Noise impacts during construction of the new platform improvements were evaluated in Appendix L of this Draft EIR. As discussed therein, construction noise levels would be well below the significance thresholds for daytime (7:00 A.M.–9:00 P.M.) and late evening (9:00 P.M. to 12:00 A.M.) hours at all off-site receptors, except for receptors R2 (multi-family

residential on Pico Boulevard, east of Figueroa Street) and R3 (multi-family residential on Flower Street, between Pico and Venice Boulevards). At Receptor R2, daytime construction noise would exceed the applicable threshold by 3.7 dBA ( $L_{eq}$ ) and would exceed the late evening threshold by 7.0 dBA ( $L_{eq}$ ). At Receptor R3, the late evening noise threshold would be exceeded by 2.8 dBA. Placement of a solid barrier at the southern end of the construction work that reduces the level of construction noise by approximately 10 dBA, would reduce the impact to less than significant. This would via implementation of the mitigation measure set forth below.

Since the new station platform would be much smaller than the concrete structures to be built at the Project Site, the number of concrete trucks required to build the new platform would be much less than the numbers required for the Proposed Project. The Noise Study determined that noise from concrete trucks traveling to/from the Project Site would be less than significant; therefore, noise from concrete trucks during construction of the new Pico Station platform would also be less than significant.

Operation of construction equipment used for the Pico Station Second Platform, such as a bulldozer or loader would generate ground-borne vibration in close proximity to the construction equipment. The off-site structures nearest the Pico Station Second Platform construction area include commercial buildings located on the east side of Flower Street, approximately 50 feet from the construction area. Ground-borne vibration generated by the construction equipment at these structures would be up to 0.032 inch per second (PPV), which would be below the 0.12 inch per second (PPV) significance threshold (i.e., the most stringent criteria) with respect to building damage. The off-site sensitive uses closest to the construction area are the residential use along Pico Boulevard, just west of Flower Street (adjacent to Noise Analysis Receptor 2), which is approximately 100 feet from the construction boundary and the Multi-family residential uses located at the southeast corner of Pico Boulevard and Figueroa Street (Noise Analysis Receptor 2), which are approximately 350 feet from the construction boundary. The estimated ground-borne vibration levels at the nearest off-site sensitive uses would be 53 VdB (at a 350-foot distance) and 69 VdB (at a 100-foot distance), which would be below the 72 VdB significance threshold. As such, vibration impacts (with respect to human perception) associated with construction activities from the Pico Station Second Platform would be less than significant.

### *Air Quality*

Construction of the second platform would be a much smaller scale activity than any of the major elements of the Proposed Project and would, therefore, generate smaller levels of air pollutants of all kinds. Nonetheless, all of the same construction control measures to be required for the Proposed Project would be applied to this off-site improvement. A majority of the construction required for the new platform would be

comprised of the concrete work, which generates air pollutants mainly from the exhaust emissions of concrete trucks. The most similar component of the Proposed Project is the Bond Street Garage, also a primarily concrete structure. As shown in Table IV.F.1-15 in Section IV.F.1, Air Quality, of this Draft EIR, emission levels for construction of that Proposed Project component, with all construction control measures specified as Mitigation Measures F.1-1 thru F.1-7 in this Draft EIR, are projected to be well below all of the SCAQMD regional thresholds for criteria pollutants. Since construction of the new platform would require less machinery, fewer trucks, smaller construction crews, fewer materials, less time, and affect a much smaller footprint, the regional construction emissions associated with the new platform would be lower than those projected for the Bond Street Garage, and thus less than significant.

Construction of the Pico Station improvements is anticipated to occur during the last phases of construction of the Event Center, since the Station improvements would not be needed until the Event Center is ready to open. The anticipated mix of machinery and vehicles to construct the Pico Station improvements are not anticipated to generate criteria pollutant concentrations that exceed ambient air quality standards or the incremental concentration thresholds established for PM<sub>10</sub> and PM<sub>2.5</sub>. Because of the distance between the proposed Event Center construction activities and the Pico Station, construction emissions from these two construction sites would not interact at a localized level, and therefore, the Pico Station improvements would not worsen localized concentrations of pollutants generated during concurrent construction phases at the Event Center.

### *Climate Change*

Construction of the second Pico Station platform would result in direct generation of GHGs due to combustion and exhaust of gasoline and diesel fuels by a variety of construction machinery and vehicles, and indirectly, due to energy production involved in supplying water for dust control and decaying of unrecycled construction wastes into gases at landfills where wastes are disposed of. Levels of GHG emission would be reduced through the same construction emission control measures identified for the Proposed Project (Mitigation Measures F.1-1 thru F.1-7). Platform construction-related GHG emissions would increase total construction period GHG emissions by a minor degree and would not alter the Proposed Project's conclusion of a less than significant climate change impact.

### *Geology and Soils*

Construction of the second platform, as discussed above, would require shallow excavations; therefore geologic hazards associated with deep excavations (possible collapse of side walls, need to pump out groundwater) would not occur. Soils beneath the new platform would be prepared in accordance with the compaction and other standards

set forth in the City's Building Code, which may require the import of properly engineered fill material, if the excavated materials are not adequate. This would be determined through site-specific soils testing during final design and construction oversight by a geotechnical engineer. Since the construction footprint is entirely disturbed from past construction activities, there is no topsoil remaining and there is no undeveloped land that is currently eroding or that could erode. As a result, there would be no impacts to topsoil or involving erosion. Based on the above, potential impacts with regard to geology and soils would be less than significant.

#### *Surface Hydrology/Water Quality and Groundwater*

If a rainstorm occurs during construction of the new platform and station renovations, there is a possibility that storm water runoff from the construction zone could carry a variety of construction site pollutants off site. This would likely sheet flow to adjoining segments of Flower Street, where polluted runoff could enter the City's storm drainage system, potentially contributing to adverse water quality impacts. Given the much smaller scale of the second platform and station renovations, and the relatively limited scope of construction activities, the range of potential water pollutants that could be present in the construction zone would be no broader than, and probably less broad than those attributable to the Proposed Project. These potential construction-related water quality impacts would be avoided or reduced to less than significant levels, through implementation of routine construction best management practices (BMPs), to be specified in a Stormwater Pollution Prevention Plan (SWPPP) to be developed in accordance with the Los Angeles County NPDES General Construction Activity Permit (Los Angeles Regional Water Quality Control Board Order No. 2009-0009-SWQ). To implement these measures, Project Design Feature G.1-1, in Section IV.H.1, Hydrology and Surface Water Quality, of this Draft EIR would be extended to also apply to the Pico Station Improvements.

Since the construction area is presently covered almost entirely with impervious surfaces that prohibit infiltration of storm water or other runoff, the amount of surface runoff during construction would not increase. Impacts of the quantity of runoff during construction on the existing municipal storm drain system that receives local street runoff, therefore, would be less than significant.

Demolition of the easternmost lane of Flower Street and construction of the new platform within that pavement area, between 12th Street and Pico Boulevard, would alter street runoff that flows along that existing curb face. Temporary drainage diversion and control measures such as sand bags and possibly temporary detention facilities will be provided, as specified in the NPDES General Construction Permit for this work, as discussed above. These measures would ensure that runoff does not flow through and beyond the construction zones, to prevent contact with and offsite conveyance of

construction zone pollutants, and also to preclude ponding or other excess runoff that could overflow a downstream inlet structure within the City's municipal storm drain network. As a result, less than significant impacts would result with regard to storm drain facilities during construction of the Pico Station improvements.

#### *Historical Resources*

The existing Pico Station was built in 1990<sup>1</sup> and is not old enough or exhibit any attributes to be considered a historic resource; therefore, minor alterations to the existing station would not affect historical resources. Flower Street itself has been in existence for many years, and has undergone many changes over time, such as pavement rehabilitation and widening and it is not considered to be a historic resource. Demolition and site preparation for the second platform improvements would occur entirely within the Flower Street pavement area and not affect any historical resources. Thus, construction impacts of the Pico Station improvements with regard to historical resources would be less than significant.

#### *Archaeological Resources*

Archaeological records searches conducted for this EIR did not identify any recorded archaeological sites within or next to the Pico Station. All new platform construction activities would occur on previously disturbed land where street and commuter rail improvements have been built. The near subsurface materials within the platform construction footprint consist of artificial fill materials from these past projects. The shallow excavations required to construct the new platform are not expected to extend into previously undisturbed soil materials beneath the artificial fill, where there could be a potential for encountering undiscovered archaeological resources. Nevertheless, the archaeological monitoring and assessment measures set forth as Mitigation Measures I.2-1 thru I.2-5 for the Proposed Project would be applied during the excavation phase of the platform work. With this measure, potential impacts to archaeological resources would be reduced to a less than significant level.

#### *Police Protection*

Construction staging and materials storage areas would be secured during non-construction hours through standard requirements, such as fencing with locked entry and lighting and on-site security patrols to the extent warranted; thus, no impact to LAPD

---

<sup>1</sup> Website [http://en.wikipedia.org/wiki/Pico\\_%28Los\\_Angeles\\_Metro\\_station%29](http://en.wikipedia.org/wiki/Pico_%28Los_Angeles_Metro_station%29), accessed February 21, 2012.

resources is anticipated. Vehicular access along Flower Street would remain open to two lanes of travel, although one lane of travel may be available for limited durations; therefore, emergency access by police department patrol cars would not be significantly affected by closure of the easternmost lane of Flower Street, between 12th Street and Pico Boulevard.

As discussed in Section IV.B.1, Transportation, of this Draft EIR, during construction of the Proposed Project, a construction traffic management program would be implemented to ensure that adequate and safe access and parking remains available within the Project Site and surrounding area during construction activities. Construction of the second platform at the Pico Station will be addressed as part of the Project's construction traffic management program. As part of this program, traffic management personnel (flaggers) would be trained to assist in emergency response by restricting or controlling the movement of traffic that could interfere with emergency vehicle access. In addition, truck queuing, equipment staging, and construction worker parking would be confined to the Project Site (off-street) and/or would occur at a nearby off-site lot or lots or streets, in order to minimize disruptions to emergency access. Furthermore, adequate emergency access along adjacent roadways would be provided throughout the construction process, consistent with Los Angeles Fire Department requirements. The LAPD would also be notified of the days, times, and locations of any lane closures, and appropriate detour signage would be employed, as necessary, to ensure emergency access is maintained to the Project Site and that traffic flow is maintained on adjacent street rights-of-way. With implementation of these project design features, together with the features set forth in the Project's Pedestrian Circulation and Safety Plan set forth in Section IV.B.3, Pedestrian Circulation and Bicycle and Pedestrian Safety, of this Draft EIR, emergency access impacts from construction activities would be less than significant.

#### *Fire Department Services*

The Pico Station is within 0.5 mile of the LAFD's Station 10 and, thus, within an optimal distance to facilitate prompt fire department response to a fire or medical emergency during construction of the second platform and station renovations. Existing station staffing and resources would be adequate to respond to fires or emergency medical circumstances during construction of these improvements. Supplemental fire protection and emergency medical personnel could be provided by four other stations less than 2 miles away (Stations 3, 9, 11, and 13). Hazardous materials used during this construction would be stored safely in proper containers and within secured areas, to prevent possible accidental exposure to harmful substances to non-construction personnel. Routine construction best practices would be implemented by contractors to minimize the potential for accidental spills or ignitions, and to respond quickly and effectively to prevent harm to people or damage to property if there is an accident. Impacts to emergency access by fire crews or emergency medical units would be similar to those described above for Police Protection, and also less than significant, for the same reasons.

*Utilities and Service Systems*

Water. Water demand during construction would occur primarily as a result of concrete mixing, and to a lesser extent, for dust suppression, truck cleanout, and equipment cleaning. As discussed in Section IV.K.1, Utilities—Water, of this Draft EIR, construction-related water demand can be met with the City's existing water supply resources and would not result in a significant impact to water supplies. Construction of a second platform and renovations at the Pico Station would add to the Project's total construction water demand, but would likely occur once those on-site construction activities requiring water would be completed. No new water supply resources or distribution facilities would be needed to meet the construction water demand for the platform and station improvements. As a result, impacts on water supply during the construction of the Pico Station improvements would be less than significant.

Wastewater. Liquid and solid sewage that would be generated by construction crew members would be disposed of within portable toilets, in the same manner as construction crew sewage generated at the Project Site. No new or expanded wastewater collection or treatment system facilities would be required to support construction of the platform and station improvements. As a result, impacts on wastewater disposal during the construction of the Pico Station improvements would be less than significant.

Solid Waste. A variety of construction wastes would be generated during construction of the new platform and station renovations, consisting of similar types of waste materials generated by demolition, site preparation and concrete construction activities at the Project Site. This would add relatively small volumes to the total volume of construction wastes that would ultimately require disposal at one or more of the regional landfills that accept construction wastes. The Project Applicants would implement a demolition and construction debris recycling plan for all buildings constructed at the Project Site, with the explicit intent of requiring recycling during all phases of site preparation and building construction. Substantial diversion of construction wastes from landfill disposal through recycling and reuse efforts is anticipated under the Proposed Project (e.g., 75 percent of New Hall construction and demolition wastes, whereas 50 percent of Event Center demolition and construction wastes would be recycled.), which would reduce the solid waste impacts during construction of the Pico Station improvements to less than significant levels. Similar recycling and reuse of construction wastes would be required during construction of the new platform and station renovations, and the net effect of this added waste material in conjunction with available inert landfill capacity would result in less than significant impacts on solid waste disposal.

Electricity. Electricity to power a variety of construction equipment and possibly night lighting would be required at different times during construction of the second platform and accessory improvements. The amount of such electricity demand would be well below

the levels required for construction of the main Project components, and would represent a minor increase in total electricity demand during the Proposed Project's construction phases. All electricity requirements for construction of the second platform can be met through local connections to existing electrical infrastructure in the area of the Pico Station improvements. Impacts involving electricity demand associated with construction of the Pico Station improvements would be less than significant.

Natural Gas. Some form of natural gas may be used as a fuel for certain types of construction equipment, such as propane to power a forklift, but this would have an insignificant effect on natural gas supplies and would not require construction of any facilities to extract, refine, manufacture, store or transport the gas. There are no surface-level gas facilities within the existing Pico Station area or along the affected Flower Street frontage. Presence of possible underground natural gas pipelines within the excavation area would be determined through routine pre-construction investigations and coordination with utility agencies that maintain underground facilities in this area. Through this routine procedure, construction specifications would be identified to avoid potential damage to underground gas lines. As a result, construction impacts with regard to natural gas would be less than significant.

#### *Environmental Hazards*

Due to the scale and limited aspects of constructing a second platform at the Pico Station, fewer types and smaller quantities of hazardous materials and wastes that would need to be managed when compared to those of the Proposed Project. All pertinent Project Design Features and Mitigation Measures to be implemented throughout construction at the Project Site to properly transport, store, use, remove, and dispose of hazardous substances and wastes, including accidental releases that might occur, would also be implemented at this construction site. No additional types of hazardous substances would be required, and, thus, no different or supplemental management strategies would be necessary. Impacts involving hazardous construction materials and wastes, therefore, are anticipated to be less than significant.

The asphalt pavement to be demolished within Flower Street is not classified as a hazardous waste. This street segment was built years ago and it is considered unlikely that subsurface materials have been contaminated by petroleum or other hazardous substances. Nonetheless, Mitigation Measure M-2 for the Proposed Project would also be implemented with regard to construction of the Pico Station improvements, requiring work stoppage if undocumented fills or suspected areas of contamination are encountered during the demolition, so that appropriate health and safety procedures can be conducted and appropriate remedial measures taken, as approved by the LAFD. An accidental and dangerous release of a harmful substance due to disturbance of contaminated materials



within the construction limits, therefore, is not anticipated and impacts would be less than significant.

## 2. Long-Term Operations Impacts

### *Land Use*

The enhancement of capacity of the Pico Station that would occur under this off-site improvement would be available to Metro during all periods of system operations, of which the time periods used by patrons of the Event Center make up a small percentage. Land use policies with regard to transit focus on increasing transit usage and the proposed Pico Station improvements do exactly that by increasing the capacity of the Pico Station. Moreover, some Event Center patrons who may not otherwise use the Metro system, may use it to attend events at the Event Center, thereby increasing the potential of using the Metro system at other times. For these reasons, the Pico Station improvements would be consistent with applicable land use policies.

Construction of a second Pico Station platform, adjacent to the existing one, would represent a minor expansion of this existing public transit facility and would have no effect on any adjoining land uses. Expansion of the Pico Station passenger capacity would be consistent with the purpose of this station and would enhance the value of the Blue Line service to the Downtown area. Land use impacts would be less than significant.

### *Transportation*

Construction of the new platform would require a reduction of southbound Flower Street from three lanes to two, between 12th Street and Pico Boulevard, with some re-striping of Flower Street north of 12th Street, to facilitate the transition to the two-lane segment. No other roadway or intersection modifications would be required. The changes in intersection operating conditions as a result of this improvement were analyzed in Appendix I.1. Table 1 on page 17 presents the results of the analysis of Future-Without-Project conditions, whereas Table 2 on page 18 presents the results of the analysis for the Future-With-Project conditions.

As shown in Table 1, with the second station platform in place and Flower Street reduced to two lanes in the adjacent segment, under the Future-Without-Project scenario, there would be no change in the intersection level of service at either of the intersections of Flower Street/12th Street or Flower Street/Pico Boulevard for five of the six periods analyzed. During the Weekday Evening Pre-Event Hour, the level of service at the Flower Street/12th Street intersection would not change, but at the Flower Street/Pico Boulevard, it would decline from LOS B to LOS D. This is an acceptable level of service for intersections in the downtown environs, but the incremental change to the volume-to-capacity (V/C) ratio

**Table 1  
Future Without Project Intersection Levels of Service  
With Second Pico Station Platform**

Scenario/Intersection	Existing Configuration (3 SB Lanes)		Future Configuration (2 SB Lanes)		Change in V/C	Significant Impact
	V/C	LOS	V/C	LOS		
<b>Sunday Day Pre-Event</b>						
Flower Street & 12th Street	0.088	A	0.155	A	0.067	No
Flower Street & Pico Boulevard	0.255	A	0.335	A	0.080	No
<b>Sunday Day Post-Event</b>						
Flower Street & 12th Street	0.092	A	0.169	A	0.077	No
Flower Street & Pico Boulevard	0.279	A	0.361	A	0.082	No
<b>Saturday Day Pre-Event</b>						
Flower Street & 12th Street	0.153	A	0.260	A	0.107	No
Flower Street & Pico Boulevard	0.323	A	0.429	A	0.106	No
<b>Saturday Day Post-Event</b>						
Flower Street & 12th Street	0.161	A	0.274	A	0.113	No
Flower Street & Pico Boulevard	0.329	A	0.440	A	0.111	No
<b>Weekday Evening Pre-Event</b>						
Flower Street & 12th Street	0.350	A	0.559	A	0.209	No
Flower Street & Pico Boulevard	0.668	B	0.874	D	0.206	Yes
<b>Weekday Evening Post-Event</b>						
Flower Street & 12th Street	0.069	A	0.100	A	0.031	No
Flower Street & Pico Boulevard	0.117	A	0.182	A	0.065	No
<i>Source: The Mobility Group, February 2012.</i>						

is considered to be a significant impact according to LADOT criteria. However, this change in level of service and incremental change in V/C ratio are not expected to result in a diversion of traffic to other routes.

As shown in Table 2 on page 18 , with the second station platform in place and Flower Street reduced to two lanes for the adjacent block between 12th Street and Pico Boulevard for the Future With Project condition, the levels of service at the two intersections would not change for 10 of the 12 scenarios analyzed. With regard to the two intersections where a change would occur, a less than significant impact would occur during the Saturday Day Pre-Event Hour (12:00–1:00 P.M.), at the intersection of Flower Street/Pico Boulevard where the LOS would change from LOS A to LOS B. During the Weekday Evening Pre-Event Hour (4:30–5:30 P.M.), the LOS at the intersection of

**Table 2  
Future With Project With Mitigation Intersection Levels of Service  
With Second Pico Station Platform/Two-Lane Block of Flower Street**

Scenario/Intersection	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future With Project With Mitigation Conditions		Change in V/C	Significant Impact
	V/C	LOS	V/C	LOS			V/C	LOS		
<b>Sunday Day Pre-Event Hour (12:00–1:00 P.M.)</b>										
21. Flower Street & 12th Street	0.088	A	0.088	A	0.000	No	0.145	A	0.057	No
27. Flower Street & Pico Boulevard	0.255	A	0.387	A	0.132	No	0.457	A	0.202	No
<b>Sunday Day Post-Event Hour (4:30–5:30 P.M.)</b>										
21. Flower Street & 12th Street	0.092	A	0.141	A	0.049	No	0.009	A	-0.083	No
27. Flower Street & Pico Boulevard	0.279	A	0.469	A	0.190	No	0.416	A	0.137	No
<b>Saturday Day Pre-Event Hour (12:00–1:00 P.M.)</b>										
21. Flower Street & 12th Street	0.153	A	0.176	A	0.023	No	0.284	A	0.131	No
27. Flower Street & Pico Boulevard	0.323	A	0.502	A	0.179	No	0.609	B	0.286	No
<b>Saturday Day Post-Event Hour (4:30–5:30 P.M.)</b>										
21. Flower Street & 12th Street	0.161	A	0.211	A	0.050	No	0.035	A	-0.126	No
27. Flower Street & Pico Boulevard	0.329	A	0.507	A	0.178	No	0.495	A	0.166	No
<b>Weekday Evening Pre-Event Hour (4:30–5:30 P.M.)</b>										
21. Flower Street & 12th Street	0.350	A	0.355	A	0.005	No	0.557	A	0.207	No
27. Flower Street & Pico Boulevard	0.668	B	0.767	C	0.099	Yes	0.967	E	0.299	Yes
<b>Weekday Evening Post-Event Hour (9:00–10:00 P.M.)</b>										
21. Flower Street & 12th Street	0.069	A	0.076	A	0.007	No	0.021	A	-0.048	No
27. Flower Street & Pico Boulevard	0.117	A	0.281	A	0.164	No	0.261	A	0.144	No
<i>Source: The Mobility Group, February 2012.</i>										

Flower Street/Pico Boulevard would decline from LOS C to LOS E, which extends the significant impact that occurs under the Future-Without-Project condition.

Increasing the intersection capacity at the Flower Street/Pico Boulevard is not feasible, since the streets are already striped to the maximum lane configuration, and no additional right-of-way is available without taking land and improvements from adjoining private properties. While the expansion and enhancement of the Pico Station would be of substantial benefit to transit riders and would reduce project-related vehicle trips, it is concluded that the impact on the level of service at the intersection of Flower Street/Pico Boulevard would be significant and unavoidable.

### *Parking*

Construction of the second platform would occur within a traffic lane; thus, no existing parking would be displaced as a result of implementing the Pico Station improvements. There is no vehicular parking associated with passenger loading/unloading at the Pico Station; therefore, construction of a second platform would not create a demand for additional vehicular parking spaces. As such, operational parking impacts of the Pico Station improvements would be less than significant.

### *Pedestrian Safety*

Existing pedestrian access to the Pico Station from the adjacent intersections at Flower Street/12th Street and Flower Street/Pico Boulevard would be enhanced as part of the platform and station improvements through the provision of direct access to the new platform as per the standard design for Metro Blue Line stations, new pavement, markings, and design of the access/egress, specifically to maintain or improve the level of safety for pedestrians. The existing sidewalk on the east side of Flower Street, which is on the east side of the northbound tracks, would not be affected by construction of the second platform, thus the pedestrian capacity of that sidewalk would not be affected. Projections of increased pedestrian traffic on that sidewalk during Pre-Event and Post-Event hours, on weekdays and on weekends, determined that the pedestrian flows would be at Level of Service A or B, for all time periods, with the existing sidewalk capacity (see Tables A.10.5.3.1 and A.10.5.3.4 in Appendix I.1). Pedestrian flows on the Flower Street east sidewalk, therefore, would not be significantly impacted as a result of increased use of the Pico Station during Pre- and Post-Hour event periods. As part of the Project's Transportation Management Plan, this block of Flower Street, along with other streets near the Project Site, would be temporarily closed immediately after events, to reduce pedestrian/vehicle conflicts and enhance pedestrian safety during this peak period of pedestrian traffic. Long-term impacts on pedestrian safety at the Pico Station would thus be less than significant.

### *Aesthetics and Views*

The new platform and related improvements such as a canopy structure, lighting, and other platform amenities) would be similar to the existing station improvements. A specific signage program for the Pico Station improvements has not been developed as of this date. However, it is anticipated that the additional signage that may occur would represent an increase in the amount and types of signage, but would be consistent with the role of the station as a gateway to the Proposed Project and L.A. LIVE for transit riders. Platform and structure heights would be similar, if not identical, and the new station elements would be in scale with, and of the same visual character and quality as, the existing station elements and, with a total height aboveground level of approximately 10 feet, would not obstruct any view resources.

### *Natural Light and Artificial Light*

Additional lighting would be mounted on the new platform, to provide minimum safe levels of illumination for the waiting passengers. This lighting would be similar to the low-scale lighting at the existing platform and would not introduce a brighter or new type of lighting in this area. The added lighting would not spill beyond the platform area and would not adversely affect motorists' views along Flower Street or intrude into any nearby land uses. The new canopy structure would cast minor shadows that would affect portions of the adjacent street and portions of the station, itself, but would not result in any adverse impacts. All aspects of the platform and station renovations would be built with non- or low-reflective finishes and would not generate reflected glare.

### *Noise*

The noise analysis addressed the noise increases associated with the additional trains that would be required to serve the Proposed Project. That analysis concluded that significant impacts would occur when sensitive receptors are located within 300 feet (unobstructed) or 175 feet (with intervening buildings) of the rail center line. As sensitive receptors are located within this distance of the rail station, operational noise impacts would be significant. Noise associated with the larger number of passengers congregating at the Pico Station would be somewhat higher than present noise levels during the weeknight and weekend pre- and post-event time periods. The noise would consist of people's voices and the sounds of train horns and warning signs. Residents of apartments on the 2nd through 4th floors of the residential building at the southwest corner of Pico Boulevard/Flower Street might be disturbed by this added noise, depending on the time of day or night and the characteristics of the noise, and whether the windows within the building are open or closed. Even though these noise impacts would be intermittent and only occur when additional trains are required to serve the Proposed Project, this noise impact when it does occur would be considered significant.

Since the added trains would run along the same tracks and would consist of the same kinds and weights of train cars used during Metro's normal schedule of service, the increases in groundborne vibration would increase over existing conditions only when multiple trains would be crossing the same point at the same time. During the limited occasions that this would occur, the additive ground-borne vibration levels would be below the level of causing building damage, even to buildings classified as fragile.

### *Air Quality*

Operation of the completed second platform and station improvements would not generate any direct air pollutant emissions, since there would be no machinery or processes powered by combustion or that would generate any atmospheric emissions. Additional trains put into operation for increased passengers generated during pre- and post-Event Center events would indirectly generate air pollutant emissions created during generation of the electricity carried over the catenary wires that power the trains. Those added emissions have been accounted for in the estimates of the Proposed Project's mobile emissions (see Table IV.F.1-7 in Section IV.F.1, Air Quality, of this Draft EIR). As such, these indirect mobile emissions would contribute to the Project's significant mobile emission levels. Emissions of criteria pollutants associated with the additional trains, however, would represent only 0.05 percent to 7.23 percent of total mobile emissions, depending on the criteria pollutant, and elimination of these emissions (even if such elimination was feasible) would not eliminate the significant air quality impact of the Project's mobile emissions.

### *Climate Change*

Operation of the completed second platform and station improvements would not generate any direct greenhouse gas emissions (GHGs), since there would be no machinery or processes powered by combustion or any devices or mechanical systems that would generate any GHG emissions. Additional trains put into operation for increased passengers generated during pre- and post-Event Center events would indirectly generate GHG emissions created during generation of the electricity carried over the catenary wires that power the trains. Those added emissions have been accounted for in the estimates of the project's GHG emissions from all transportation sources, and represent less than 0.01 percent of all transportation-related emissions. As such, these indirect mobile emissions would constitute an insignificant addition to the Project's total GHG emission levels, which were determined to have a less than significant impact on climate change (see Section IV.F.2.d.2, Air Quality—Climate Change, of this Draft EIR).

### *Geology & Soils*

The site of the new station platform, similar to all of Southern California, is subject to seismic hazards. The existing platform and station improvements have not shown any evidence of collapse or damage due to ground shifting from seismic events or unstable soils. Site preparation for the new platform would require minor and shallow excavation, likely within previously placed fill material, and if different material should be needed to support the new platform, this would involve a minor amount of soil import or possibly re-compaction of existing materials. The new platform would be designed to handle the structural loads associated with the size and length of the platform and whatever accessory improvements that would be built atop the platform, and would also be designed in accordance with all pertinent seismic safety design criteria set forth in the City's Building Code. Compliance with the City's existing building and safety codes would ensure that potential impacts to the structural integrity of the platform and station improvements due to seismic hazards or soil conditions are less than significant. There is no native topsoil or undeveloped land subject to erosional forces within or near the proposed Pico Station improvements; therefore, the Pico Station improvements would have no impact involving topsoil or land erosion.

### *Hydrology and Water Quality*

Since the new platform would be constructed within existing street pavement, it would not add to the amount of impervious surface area along this part of Flower Street. Any change in the amount or rate of surface runoff from the concrete platform surface compared to the runoff from the existing street surface, would be insignificant. Modifications to the existing municipal storm drain network would not be required, except perhaps to replace/relocate an inlet structure or something of a similar minor scale, and there would be a less than significant impact on that infrastructure. Composition of the runoff from the concrete platform surface might contain less urban pollutants than the composition of the street runoff, due to absence of motor vehicles which often generate a variety of surface water pollutants such as tire residue, exhaust particulates, and fluids (e.g., engine oil).

### *Historical Resources*

The new platform would be located within what is now a travel lane along Flower Street and adjacent to the existing Pico Station platform. On the opposite side of Flower Street is a surface parking lot. These existing conditions are not recognized as historic resources. Construction of the new platform and associated station renovations would not affect historical resources, either directly or indirectly.

### *Archaeological Resources*

Operation and maintenance of the second platform and renovated station facilities would not involve any ongoing demolition or excavation and would, thus, have no effect on any archaeological resources.

### *Police Protection*

Higher numbers of people at the Pico Station during pre- and post-event time periods might result in more incidents of conflict between passengers, including physical altercations, as well as a potential for theft of personal possessions. It is speculative to predict such circumstances, and existing LAPD resources are expected to be adequate to respond to such incidents. As noted in the Transportation Study and summarized in Table 1 herein, both of the adjacent intersections would continue to operate within the City's level of service standards, and, as a result, emergency access by LAPD vehicles would not be significantly impacted by the change in traffic flows.

### *Fire Protection*

The Pico Station, as noted earlier, is within 0.5 mile of LAFD's Station 10 and, thus, well within LAFD's standards to facilitate prompt fire department response to a fire or medical emergency at the Pico Station. Furthermore, supplemental fire protection and emergency medical personnel could be provided by four other stations that are all located less than 2 miles away (Stations 3, 9, 11, and 13). Since the Pico Improvements would be constructed of non-flammable materials and there would be no need to store or use flammable or other hazardous materials to operate the expanded station, there would be no change in the fire hazard characteristics of the station. With more people using the station, there is some possibility of more medical emergencies, but this not possible to predict. Existing fire station staffing and resources would be adequate to respond to fires or emergency medical circumstances at the expanded Pico Station. Thus, impacts to fire service due to the operations of the Pico Station improvements would be less than significant.

### *Utilities and Service Systems*

Water. There would be no plumbing fixtures, irrigation devices, or any other water-consuming devices or activities included in the new platform and accessory improvements; thus, there would be no long-term impact on the City's water supplies or water distribution system.



Wastewater. There would be no restrooms, sinks, or any other facilities where wastewater could be generated and would require discharge to the municipal sewer system; thus, there would be no impacts on wastewater infrastructure.

Solid Waste. Additional passenger loadings would likely increase the amount of trash generated by passengers at the Pico Station. Provisions for additional trash collection on-site will be included in the station improvement plans. The incremental increase in trash generation would not require expansion of the existing station refuse collection service, and disposal of these minor volumes of wastes would not result in exceedance of any landfill capacities.

Electricity. Maximum attendance at a weekend event at the Event Center would generate a need for up to 9 additional train cars (Saturday Post-Event hour) and up to 18 additional cars to support a weeknight event (Weekday Evening Post-Event hour). Operating these additional cars would consume a higher level of electricity, compared to current conditions. Additional lighting, ticketing machines, signage, or other electronic devices that are included in the platform and station improvements would also increase electrical demand to a minor extent, compared to current station conditions. This total additional station demand would not require any new or expanded electrical supply or infrastructure facilities to meet that need. The impacts of the added demand for platform and related station renovations would not require regular storage, use, generation, or disposal of hazardous substances or wastes. Concrete and metal materials used to build the platform and accessory improvements would not be flammable or easily ignitable. Environmental hazards associated with the completed station improvements would be minimal and less than significant.

Natural Gas. The new platform and station renovations would be powered completely by electricity and would have no impact on natural gas supplies or distribution facilities.

### 3. Mitigation Measures

**Mitigation Measure PP-1: Reduce Construction Emissions.** Construction control measures to reduce emissions associated with construction activities at the Project Site shall also be implemented, as appropriate, during construction of the Pico Station second platform and station renovations.

**Mitigation Measure PP-2: Construction Traffic Management.** Construction of the Pico Station second platform and station renovations shall be incorporated into the Project's construction traffic management plan,

including management of vehicular traffic, maintenance of emergency vehicle access, and protection of pedestrian safety.

**Mitigation Measure PP-3: Reduce/Avoid Interruption of Metro Train Service During Construction.** Construction procedures for the second platform shall include providing a safe barrier between the southbound tracks and the platform construction zone, to avoid interruptions to train service, if feasible. If this is not feasible, such work shall be scheduled during periods of low transit ridership, to minimize the level of impact due to interruption of service by construction activities, and alternate means of maintaining the service shall be evaluated, such as sharing of the northbound tracks or use of alternative modes of transit (e.g., buses). Any construction, scheduling, or other measures affecting the operation of the Metro Blue Line or Expo Line services shall be developed in consultation with and approved by Metro.

**Mitigation Measure PP-4: Prepare and Implement SWPPP for Construction.** The Stormwater Pollution Prevention Plan developed for the Project's construction phases, in accordance with the NPDES General Construction Permit requirements and as further specified in Project Design Feature H.1-1, shall include specific best management practices for construction of the Pico Station improvements.

**Mitigation Measure PP-5: Prevent Accidental Release of Hazardous Substances During Construction.** Mitigation Measure L-2 for the Proposed Project shall also be implemented with regard to the construction of the Pico Station improvements, requiring work stoppage if undocumented fills or suspected areas of contamination are encountered during the Flower Street demolition and platform excavation, so that appropriate health and safety procedures can be conducted and appropriate remedial measures taken, as approved by the LAFD.

**Mitigation Measure PP-6: Reduce Construction Noise Near Pico Boulevard.** A solid noise barrier capable of reducing construction noise by at least 10 dBA, shall be placed at the south end of the construction limits, partially along Pico Boulevard and extending along Flower Street, to reduce construction noise levels at Receptors R2 and R3 to less than significant during daytime and late evening hours. Specifications for this noise barrier shall be developed by a qualified acoustical professional, and incorporated into the final construction plans and building permit for the second platform and station renovations.

## 4. Level of Significance After Mitigation

With Mitigation Measure PP-1 through Mitigation Measure PP-6, construction-period impacts would be reduced to less than significant levels. No feasible measures to reduce

significant long-term traffic impacts due to changing Flower Street from three to two travel lanes between 12th Street and Pico Boulevard have been identified. Those impacts, therefore, would remain significant and unavoidable.