

Appendix A

NOP LETTERS

PROJECT INFORMATION PACKET

I. INTRODUCTION

Pursuant to *State California Environmental Quality Act (CEQA) Guidelines* Section 15082, the City of Downey has distributed this Notice of Preparation/Project Information Packet for the Rancho Los Amigos South Campus Specific Plan (project) Program Environmental Impact Report (PEIR).

The following sections describe the City's location in a regional context, summarize the Specific Plan, and list the issue areas to be evaluated through the PEIR, which will be prepared in accordance with *State CEQA Guidelines* Section 15168.

II. REGIONAL CONTEXT

The City of Downey is in the southeast portion of the County of Los Angeles (County), approximately 13 miles southeast of Downtown Los Angeles. Primary regional access to the City is provided by the Interstate 5 Freeway to the north, Interstate 105 Freeway to the south, Interstate 605 Freeway to the east, and Interstate 710 Freeway to the west; see Exhibit 1.

The Specific Plan encompasses an approximately 171.85-acre area, generally bounded by Imperial Highway to the north, Gardendale Street to the south, Rives Avenue to the east, and Old River School Road to the west; see Exhibit 2.

III. RANCHO LOS AMIGOS SOUTH CAMPUS SPECIFIC PLAN PROJECT DESCRIPTION

Through Los Angeles County Metropolitan Transportation Authority (METRO) I funding, the City of Downey has begun a community-based planning process to create the Specific Plan.

The proposed Specific Plan will provide goals and policies, development standards, design guidelines, infrastructure improvements, and implementation strategies for the project area. The Specific Plan will also provide long-term guidance for growth and change in the Specific Plan area to enhance the quality of life in Downey and the region. The Specific Plan will establish a vibrant, interconnected mixed-use environment that reinforces and complements reuse, revitalization, and community health. The Specific Plan will contribute to:

- Creation of a mixed-use, compact, and multi-modal environment
- Promotion of sustainable principles in design and development
- Enhancement of the pedestrian scale and function of the built environment
- Establishment of a complementary mix of cultural uses, public spaces, and outdoor activities
- Stronger connections with local neighborhoods and connectivity with mobility options
- Promoting a family-oriented, culturally-enriched, healthy lifestyle
- Celebration and reinforcement of Downey's and the Rancho Los Amigos South Campus' character and history
- Enhancement of economic development successes in the area
- Support for future regional transportation and transit planning objectives

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- Positioning the City to be highly competitive in securing future grant funding and alternative funding and financing options

The Specific Plan’s goal is to encourage and promote economic development and revitalization to enhance the area’s attractiveness to the local and regional marketplace. The Specific Plan is anticipated to remove regulatory obstacles to the reuse of existing structures and promote infill development of currently vacant and underutilized properties. The Specific Plan will facilitate and encourage enhanced industrial, commercial, retail, and mixed-use opportunities, residential development, public and open spaces, an improved pedestrian environment, and a variety of transportation choices that will take advantage of the existing public transit system and a potential multi-modal transportation center.

Although a majority of the Specific Plan area is developed with various land uses (e.g., industrial, institutional, and office) uses, a large portion of the area contains vacant structures. The large industrial tenants occupy the Specific Plan’s western portion. The balance of the area includes existing and planned County Facilities. There are no residential uses in the Specific Plan area. Table 1, Existing Land Use Summary, details the existing General Plan land use designations, existing zoning, and existing land uses.

**Table 1
Existing Land Use Summary**

Existing General Plan Land Use Designation	Acres	Existing Zoning	Acres	Existing Land Use	Acres
CM (Commercial Manufacturing)	166.82	SP 88-1 (Rancho Business Park)	166.82	Industrial	40.96
				Institution	112.64
				Office	12.15
				Vacant	1.07
Sub-Total Acres	166.82	Sub-Total Acres	166.82	Sub-Total Acres	166.82
ROW (Right-of-Ways)	5.03	ROW (Right-of-Ways)	5.03	ROW (Right-of-Ways)	5.03
TOTAL ACRES	171.85	TOTAL ACRES	171.85	TOTAL ACRES	171.85

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III. RELATIONSHIP TO OTHER PLANS AND PROGRAMS

COUNTY OF LOS ANGELES DEVELOPMENT PROJECT

The County of Los Angeles is proposing to develop the following three new County administrative buildings within the Specific Plan area:

- Internal Services Department (ISD) Headquarters,
- Probation Department Headquarters, and
- Sheriff’s Department Crime Laboratory.

County plans include associated parking facilities, utilities, roads, sidewalks, structures, and other site elements related to the proposed development. The County Development project includes

demolition of some existing structures. The County is preparing an Environmental Impact Report (EIR) pursuant to CEQA.

METRO WEST SANTA ANA BRANCH (WSAB) TRANSIT CORRIDOR PROJECT – GARDENDALE TRANSIT STATION

Metro is currently evaluating a new light rail transit line that would connect downtown Los Angeles to southeast Los Angeles County, with potential transit stop locations in multiple cities and communities. Metro is preparing an Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) for the WSAB Transit Corridor project, including the evaluation of a potential station located adjacent to Gardendale Street, in the southwest portion of the Specific Plan area.

IV. PROJECT APPROVALS

Approval of the Rancho Los Amigos South Campus Specific Plan will require amendments to the Downey General Plan, Zoning Code, and Zoning Map.

V. POTENTIAL ENVIRONMENTAL EFFECTS

For purposes of CEQA, the Rancho Los Amigos South Campus Specific Plan, the amendments to Downey General Plan, Zoning Code, and Zoning Map, and their implementation constitute the “Project.” The PEIR will evaluate the Project’s potential environmental effects, and will focus on the following environmental issues:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems

Given the decision to prepare an EIR, an Initial Study was not prepared. This option is permitted under *State CEQA Guidelines* Section 15063(a), which states that if the Lead Agency determines an EIR will be required for a project, the Lead Agency may skip further initial review and begin work on the EIR.

VI. RESPONSES AND EIR SCOPING MEETING

The City of Downey requests that interested agencies and parties provide written or verbal comments as to the scope and content of the environmental information and analysis to be included in the Rancho Los Amigos South Campus Specific Plan PEIR. **The 30-day NOP review period begins on February 14, 2019 and ends on March 15, 2019 at 5:00 PM.** Due to the time limits mandated by State law, please send your written response to the City of Downey at the address below as soon as possible, but no later than **March 15, 2019 at 5:00 PM.**



An informational EIR Scoping Meeting is scheduled on **February 25, 2019 at 6:00 PM** in the Barbara J. Riley Community Center, located at 7810 Quill Drive, Downey, CA 90242.

Please include your name and address on all written correspondence. Responses may also be submitted by fax to (562) 622-4816 or by email to dblumenthal@downeyca.org
EMAIL

David Blumenthal
City of Downey
11111 Brookshire Avenue
Downey, CA 90241

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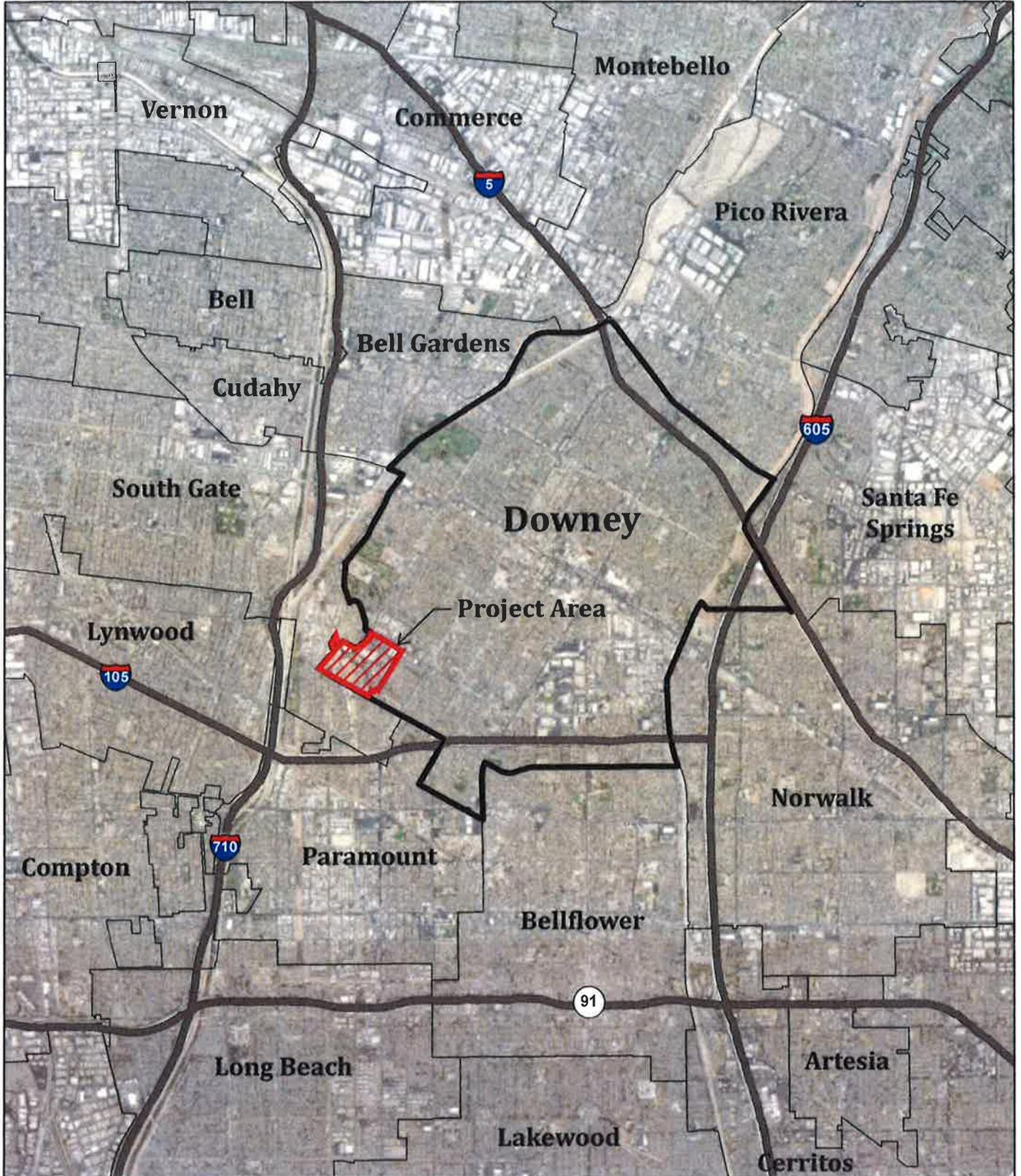
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Regional Location Map

Exhibit 1



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Specific Plan Area Map

Exhibit 2



0 750 1,500
Feet



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

August 3, 2018

David Blumenthal
City Planner
City of Downey
11111 Brookshire Avenue
Downey, Ca 90241

Via email: TOD 201509 Rancho South Campus Specific Plan

Dear Mr. Blumenthal:

After review of the documents from last week's Monthly Project Management meeting, our comments are focused on the planning strategies for the TOD Corridor Sub-District section of the draft outline of Land Use concepts.

As the specific plan is in the draft stages, we need further clarification as well as a better understanding of your approach in how the plan will address transit-supportive planning concepts, which I have outlined below.

- Will the population groups identified in outreach and analysis report be described, on a deeper level to understand the social dynamics and any possible social equity concerns in the study area?
- Will you define the outcomes from the outreach meetings that helped establish the different land uses and vision?
- Can you clarify if the analysis conducted of the current population within the City of Downey and the surrounding region will address the job opportunities for multiple skill levels of existing residents beyond professional positions that will be offered through the Flex Tech/Bio-Medical Sub-District?
- How will parking be addressed, such as assigned to public transit and parking spaces for employment and whether shared use agreements or other parking strategies should be furthered explored?
- Under potential allowed uses, how will the plan address the number of residential uses for affordable housing through the study area? Will retail be included in the mixed-use residential zoning?

Letter to Mr. Blumenthal

- Will the design guidelines address connectivity within the four districts through signage/wayfinding, allocation of streetscape, safety and comfort elements, and modal access for pedestrian and cyclist? We strongly suggest using Metro's Design guidelines and First and Last Mile strategic plan and planning guidelines as well as the Transit-Supportive Planning Toolkit for best practices, applicable planning elements, and strategies.

Please let us know how these comments will be addressed in the plan.

Sincerely,



Desiree Portillo Rabinov
Manager, TOD planning grant program
Grants Management & Oversight

Cc: file

Los Angeles County
Metropolitan Transportation Authority

METRO ADJACENT DEVELOPMENT HANDBOOK

A GUIDE FOR CITIES AND DEVELOPERS

MAY 2018



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Introduction

The Metro Adjacent Development Handbook provides guidance to local jurisdictions and developers constructing on, adjacent, over, or under Metro right of way, non-revenue property, or transit facilities to support transit-oriented communities, reduce potential conflicts, and facilitate clearance for building permits. The Handbook should be used for guidance purposes only. The Metro Adjacent Construction Design Manual and Metro Rail Design Criteria are documents that shall be strictly adhered to for obtaining approval for any construction adjacent to Metro facilities.

Who is Metro?

The Los Angeles County Metropolitan Transportation Authority (Metro) plans, funds, builds, and operates rail and bus service throughout Los Angeles County. Metro moves close to 1.3 million riders on buses and trains daily, traversing many jurisdictions in Los Angeles County. With funding from the passage of *Measure R* (2008) and *Measure M* (2016), the Metro system will expand significantly, adding over 100 miles of new transit corridors and up to 60 new stations. New and expanded transit lines will improve mobility across Los Angeles County, connecting riders to more destinations and expanding opportunities for adjacent construction and *Transit Oriented Communities (TOCs)*. Metro's bus and rail service spans over 1,433 square miles and includes the following transit service:



Metro Rail connects close to 100 stations along 98.5 miles of track and operates underground in tunnels, at grade within roadways and dedicated *rights-of-way (ROW)*, and above grade on aerial guideways. The Metro Rail fleet includes *heavy rail* and *light rail* vehicles. Heavy rail vehicles are powered by a third rail through a conductor along the tracks and light rail vehicles are powered by an *overhead catenary system (OCS)*. To operate rail service, Metro owns traction power substations, maintenance yards and shops, and supporting infrastructure.



Metro Bus-Rapid-Transit (BRT) operates accelerated bus transit, which serves as a hybrid between rail and traditional bus service. *BRT* operates along a dedicated ROW, separated from vehicular traffic to provide rapid service. Metro BRT may run within the center of a freeway or may be separated from traffic in its own corridor. BRT station footprints vary from integrated, more spacious stations to compact boarding areas along streets.



Metro Bus serves 15,967 bus stops, operates 170 routes and covers 1,433 square miles with a fleet of 2,228 buses. Metro "Local" and "Rapid" bus service runs within the street, typically alongside vehicular traffic, though occasionally in "bus-only" lanes. Metro bus stops are typically located on sidewalks within the public right-of-way, which is owned and maintained by local jurisdictions.



Metrolink/Regional Rail: Metro owns much of the ROW within Los Angeles County on which the *Southern California Regional Rail Authority (SCRRA)* operates *Metrolink* service. Metrolink is a commuter rail system with seven lines that span 388 miles throughout Los Angeles, Orange, Riverside, San Bernardino, Ventura, and North San Diego counties. As a SCRRA member agency and property owner, Metro reviews development activity adjacent to Metrolink ROW.

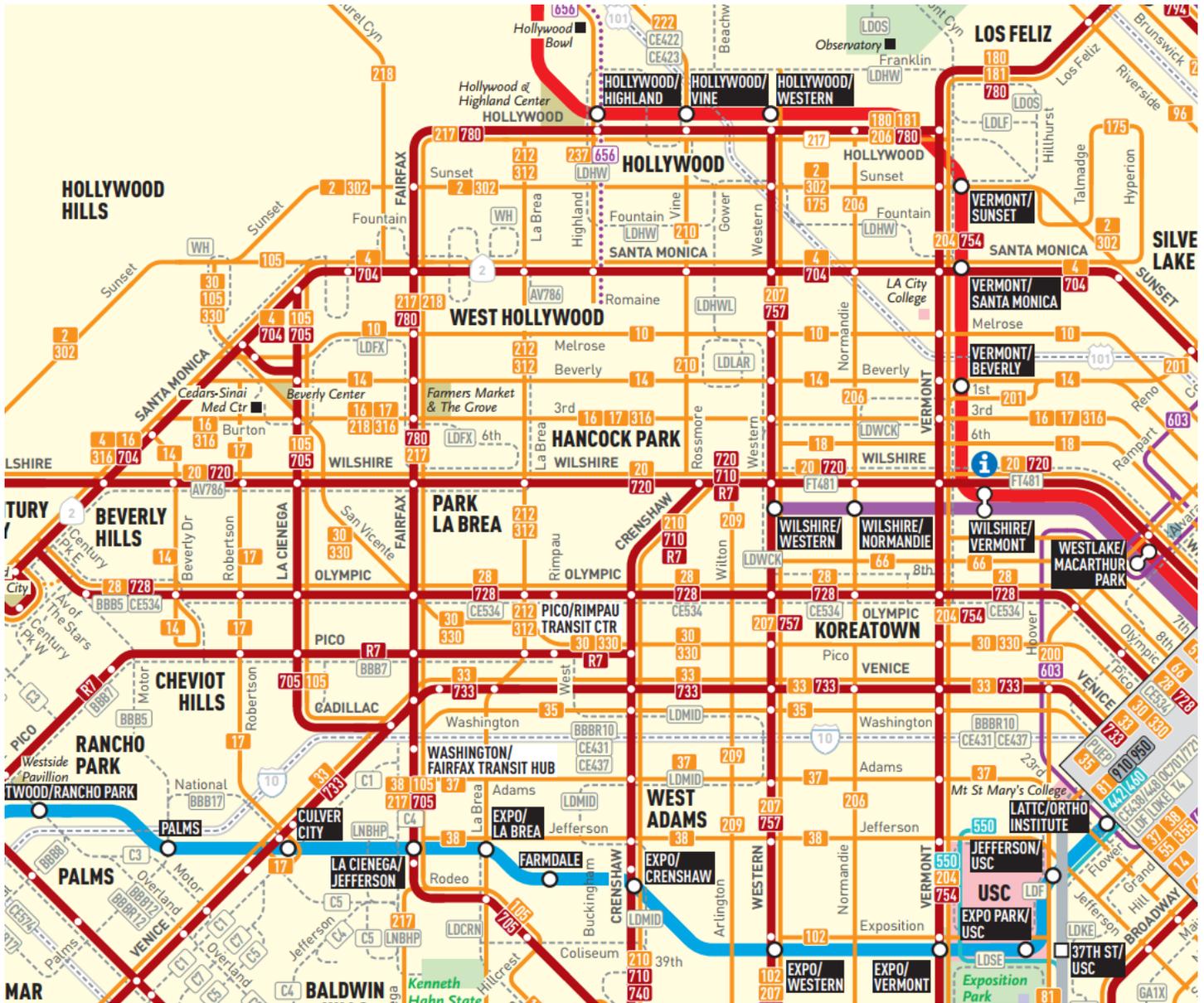
Introduction

Metro and Regional Rail Map



Metro is currently undertaking the largest rail infrastructure expansion effort in the United States. A growing fixed guideway system presents new adjacency challenges, but also new opportunities to catalyze land use investment and shape livable communities along routes and around stations.

Metro Bus and Rail System Map (Excerpt)



As a street-running transit service, Metro’s “Rapid” and “Local” buses share the public ROW with other vehicles, cyclists, and pedestrians, and travel through the diverse landscapes of Los Angeles County’s 88 cities and unincorporated areas.

Introduction

Why is Metro Interested in Adjacent Development?

Metro Supports Transit Oriented Communities

Metro is redefining the role of the transit agency by expanding mobility options, promoting sustainable urban design, and helping transform communities throughout Los Angeles County. Leading in this effort is Metro's vision to create TOCs, a mobility and development approach that is community-focused and context-responsive at its core. The TOC approach goes beyond the traditional transit oriented development (TOD) model to focus on shaping vibrant places that are compact, walkable, and bikeable community spaces, and acknowledge mobility as an integral part of the urban fabric.

Adjacent Development Leads to Transit Oriented Communities

Metro supports private development adjacent to transit as this presents a mutually beneficial opportunity to enrich the built environment and expand mobility options for users of developments. By connecting communities, destinations, and amenities through improved access to public transit, adjacent developments have the potential to reduce car dependency and greenhouse gas emissions; promote walkable and bikeable communities that accommodate more healthy and active lifestyles; improve access to jobs and economic opportunities; and create more opportunities for mobility – highly desirable features in an increasingly urbanized environment.

Metro is committed to working with stakeholders across the County to support the development of a sustainable, welcoming, and well-designed environment around its transit services and facilities. Acknowledging an unprecedented opportunity to influence how the built environment throughout Los Angeles County develops along and around transit and its facilities, Metro has created this Handbook – a resource for municipalities, developers, architects, and engineers to use in their land use planning, design, and development efforts. This Handbook presents a crucial first step in active collaboration with local stakeholders; finding partnerships that leverage Metro initiatives and support TOCs across Los Angeles County; and ensuring compatibility with transit infrastructure to minimize operational, safety, and maintenance issues.



Metro Adjacent Development Handbook

What are the Goals of the Handbook?

Metro is committed to partnering with local jurisdictions and providing information to developers early in project planning to identify potential synergies associated with building next to transit and reduce potential conflicts with transit infrastructure and services. Specifically, the Handbook is intended to guide the design, engineering, construction, and maintenance of structures within 100 feet of Metro ROW, including underground easements, on which Metro operates or plans to operate service, as well as in close proximity to or on Metro-owned non-revenue property and transit facilities.

Metro is interested in reviewing projects within 100 feet of its ROW – measured from the edge of the ROW outward – both to maximize integration opportunities with adjacent development and to ensure the structural safety of existing or planned transit infrastructure. As such, the Handbook seeks to:

- Improve communication, coordination, and understanding between developers, municipalities, and Metro.
- Streamline the development review process by coordinating a seamless, comprehensive agency review of all proposed developments near Metro facilities and properties.
- Highlight Metro operational needs and requirements to ensure safe, continuous service.
- Identify common concerns associated with developments adjacent to Metro ROW.
- Prevent potential impacts to Metro transit service or infrastructure.
- Maintain access to Metro facilities for patrons and operational staff.
- Avoid preventable conflicts resulting in increased development costs, construction delays, and safety impacts.
- Make project review transparent, clear, and more efficient.
- Assist in the creation of overall marketable and desirable developments.

Who Should Use the Handbook?

The Handbook is intended to be used by:

- Local jurisdictions who review, entitle, and permit development projects and/or develop policies related to land use, development standards, and mobility
- Developers, Project sponsors, architects, and engineers
- Entitlement consultants
- Property owners
- Builders/contractors
- Real estate agents
- Utility owners
- Environmental consultants

Metro Adjacent Development Handbook

How Should the Handbook be Used?

The Handbook complements requirements housed in the *Metro Adjacent Construction Design Manual*, which accompanies the *Metro Rail Design Criteria (MRDC)* and other governing documents that make up the *Metro Design Criteria and Standards*. This Handbook provides an overview and guide related to opportunities, common concerns, and issues for adjacent development and is organized into three categories to respond to different stages of the development process:



1 Site Planning & Design



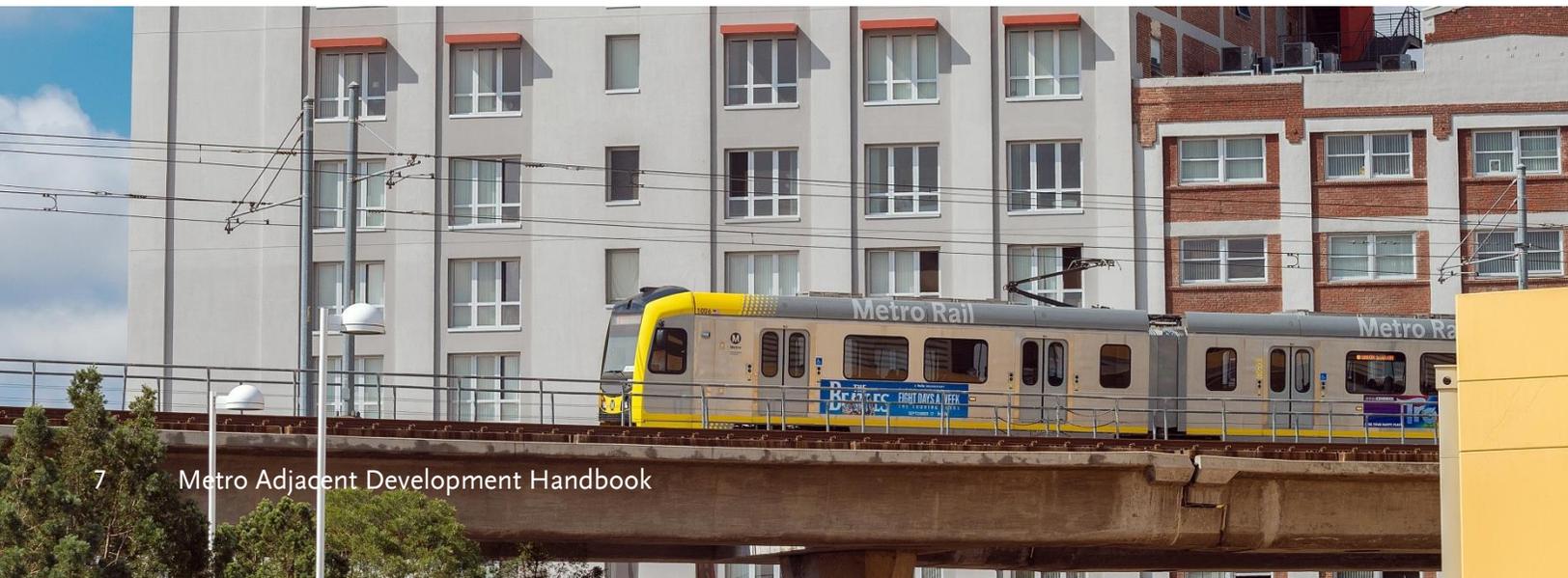
2 Engineering



3 Construction Safety & Monitoring

Each page of the Handbook focuses on a specific issue and provides best practices to avoid potential conflicts and/or create compatibility with the Metro transit system. Links to additional resources listed at the bottom of each page may be found under Resources at the end of the Handbook. Definitions for words listed in *italics* may also be found at the end of this Handbook in the Glossary.

Metro will continue to revise the Handbook, as needed, to capture input from all parties and reflect evolving Best Practices in safety, operations, and transit-supportive development.



Types of Metro ROW & Transit Assets

Conditions	Description	Common Concerns for Metro with Adjacent Development
 <p data-bbox="349 388 529 436">UNDERGROUND ROW</p>	<p data-bbox="548 384 881 436">Transit operates below ground in tunnels.</p>	<ul data-bbox="932 283 1435 548" style="list-style-type: none"> • Excavation support/tiebacks • Underground utilities • Shoring and structures • Ventilation shafts and street/sidewalk surface penetrations • Appendages (emergency exits, vents, etc.) • Surcharge loading of adjacent construction • Explosions • Noise and vibration/ground movement
 <p data-bbox="349 688 500 716">ELEVATED ROW</p>	<p data-bbox="548 661 881 741">Transit operates on elevated structures, typically supported by columns.</p>	<ul data-bbox="932 632 1344 779" style="list-style-type: none"> • Upper level setbacks • Excavation support/tiebacks • Clearance from the OCS • Crane swings & overhead protection • Column foundations
 <p data-bbox="349 961 516 989">OFF-STREET ROW</p>	<p data-bbox="548 919 906 1031">Transit operates in dedicated ROW at street level, typically separated from private property or roadway by a fence or wall.</p>	<ul data-bbox="932 871 1484 1073" style="list-style-type: none"> • Building setbacks from ROW • Travel sight distance/cone of visibility • Clearance from OCS • Crane swings & overhead protection • Storm water drainage for low impact development • Noise/vibration • Trackbed stability
 <p data-bbox="349 1234 511 1262">ON-STREET ROW</p>	<p data-bbox="548 1207 898 1287">Transit operates within roadway at street level and is separated by fencing or a mountable curb.</p>	<ul data-bbox="932 1136 1484 1358" style="list-style-type: none"> • Setbacks from ROW • Travel sight distance/cone of visibility impeded by structures near ROW • Clearance from OCS • Crane swings & overhead protection • Driveways near ROW crossings • Noise/vibration • Trackbed stability
 <p data-bbox="349 1507 524 1535">ON-STREET BUSES</p>	<p data-bbox="548 1476 878 1556">Metro buses operate on city streets. Bus stops are located on public sidewalks.</p>	<ul data-bbox="932 1493 1398 1545" style="list-style-type: none"> • Lane closures and re-routing • Bus stop access and temporary relocation
 <p data-bbox="349 1745 505 1812">NON-REVENUE/ OPERATIONAL ASSETS</p>	<p data-bbox="548 1686 878 1871">Metro owns and maintains non-operational ROW and property used to support the existing and planned transit system (e.g. bus and rail maintenance facilities, transit plazas, traction power substations, park-and-ride lots).</p>	<ul data-bbox="932 1692 1354 1871" style="list-style-type: none"> • Adjacent structure setbacks • Adjacent excavation support/tiebacks • Ground movement • Underground utilities • Drainage • Metro access

Metro Adjacent Development Handbook

Metro Review Phases

To facilitate early and continuous coordination with development teams and municipalities, and to maximize opportunities for project-transit synergy, Metro employs a four-phase development review process for projects within 100 feet of its ROW and properties:



PRELIMINARY CONSULTATION

Project sponsor submits Metro In-Take Form and conceptual plans. Metro reviews and responds with preliminary considerations.

1. Project information is routed to impacted Metro departments for review and comment.
2. Metro coordinates a meeting at the request of the project sponsor or if Metro determines it necessary following preliminary review.
3. Metro submits comment letter with preliminary considerations for municipality and/or project sponsor. Metro recorded drawings and standards are provided as necessary.

2 Weeks



ENTITLEMENT

Metro receives CEQA notice from local municipality and responds with comments and considerations.

1. If project has not previously been reviewed, Metro routes project information to stakeholder departments for review and comment. If Project has been reviewed, Metro transmits the correspondence to departments to determine if additional comments are warranted. Municipality and project sponsor are contacted if additional information is required.
2. Metro coordinates design review meetings at the request of the project sponsor or if Metro determines them necessary following drawings review.
3. Metro prepares comment letter in response to CEQA notice and submits to municipality. Metro Engineering coordinates with project sponsor as necessary to approve project drawings.

2-4 Weeks



ENGINEERING & REFINEMENT

Dependent on the nature of the adjacent development, project sponsor submits architectural plans and engineering calculations for Metro review and approval.

1. Metro Engineering reviews project plans, calculations, and other materials. Review fees are paid as required.
2. Metro Engineering provides additional comments for further consideration or approves project drawings.
3. If required, Metro and project sponsor host additional meetings and maintain on-going coordination to ensure project design does not adversely impact Metro operations and facilities.

2-4 Weeks



CONSTRUCTION SAFETY & MONITORING

Dependent on the nature of the adjacent development, Metro coordinates with project sponsor to facilitate and monitor construction near transit services and structures.

1. As requested by Metro, project sponsor submits a Construction Work Plan for review and approval.
2. Project sponsor coordinates with Metro to temporarily relocate bus stops, reroute bus service, allocate track, and/or complete safety procedures in preparation for construction.
3. Metro representative monitors construction and maintains communication with project sponsor to administer the highest degree of construction safety provisions near Metro facilities.

Varies

Metro Coordination

Best Practices for Municipality Coordination

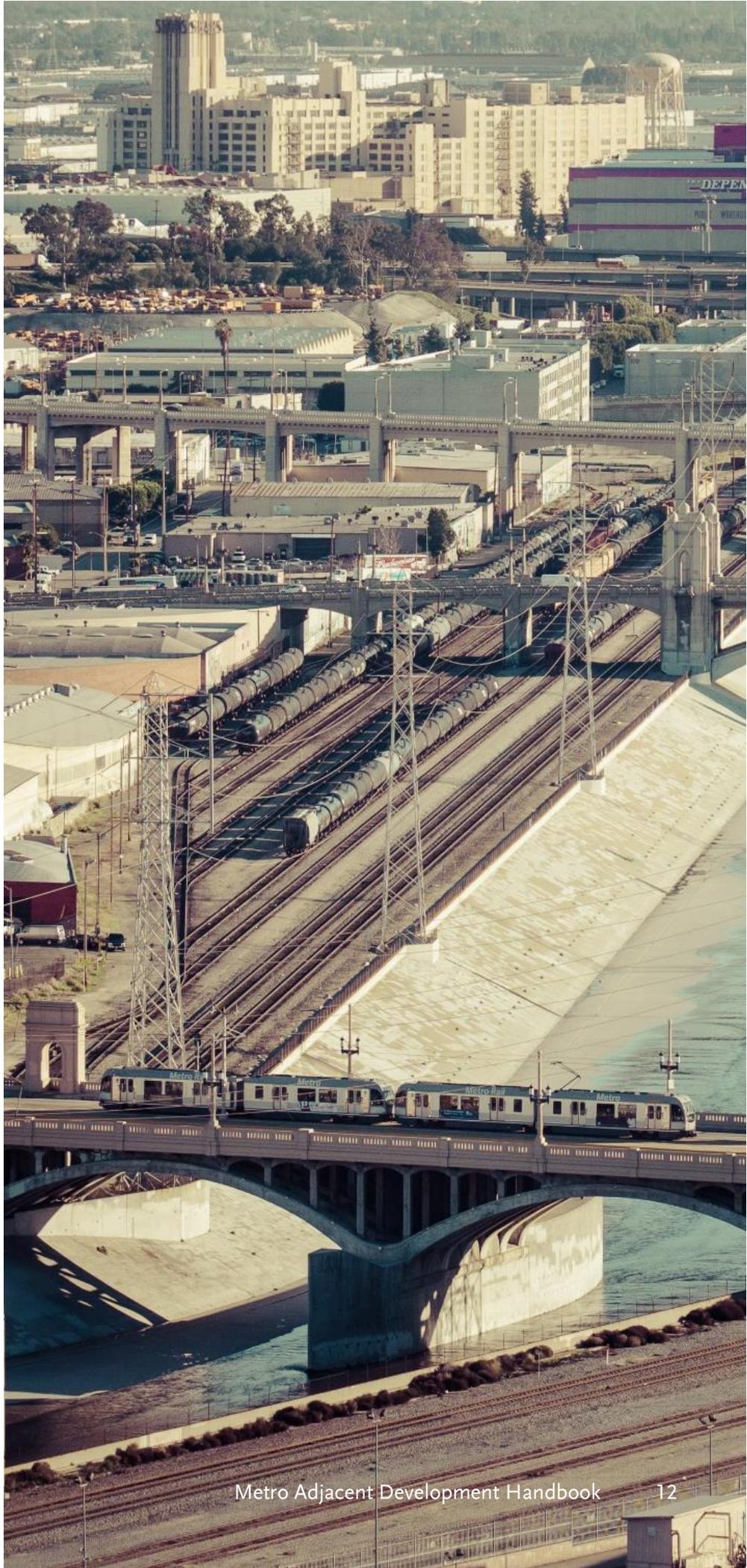
Metro suggests that local jurisdictions take the following steps to streamline the coordination process:

1. **Update GIS instruments with Metro ROW:** Integrate Metro ROW files into City GIS and/or Google Earth Files for all planning and development review staff.
2. **Flag Parcels:** Create an overlay zone through Specific Plans and/or Zoning Ordinance that “tags” parcels within 100’ from Metro ROW to require coordination with Metro early during the development process [e.g. City of Los Angeles Zone Information and Map Access System (ZIMAS)].
3. **Provide Resources:** Direct all property owners and developers interested in parcels within 100’ from Metro ROW to Metro resources (e.g. website, Handbook, In-Take Form, etc.).

Best Practices for Developer Coordination

Metro suggests that developers of projects adjacent to Metro ROW take the following steps to facilitate Metro project review and approval:

1. **Review Metro resources and policies:** The Metro Adjacent Development Review webpage and Handbook provide important resources for those interested in constructing on, adjacent, over, or under Metro right of way, non-revenue property, or transit facilities. Developers should familiarize themselves with these resources and keep in mind common adjacency concerns when planning a project.
2. **Contact Metro early during design process:** Metro welcomes the opportunity to provide feedback early in project design, allowing for detection and resolution of important adjacency issues, identification of urban design and system integration opportunities, and facilitation of permit approval.
3. **Maintain communication:** Frequent communication with stakeholder Metro departments during project design and construction will reinforce relationships and allow for timely project completion.







1 Site Planning & Design



1.1 Supporting Transit Oriented Communities

Adjacent development plays a crucial role in shaping TOCs along and around Metro transit services and facilities. TOCs require an intentional orchestration of physical, aesthetic, and operational elements, and close coordination by all stakeholders, including Metro, developers, and municipalities.

Recommendation: Conceive projects as an integrated system that acknowledges context, builds on user needs and desires, and implements elements of placemaking. Metro is interested in collaborating with projects and teams that, in part or wholly:

- Integrate a mix of uses to create lively, vibrant places that are active day and night.
- Include a combination of buildings and public spaces to define unique and memorable places.
- Explore a range of densities and massing to optimize building functionality while acknowledging context-sensitive scale and architectural form.
- Activate ground floor with retail and outdoor seating/activities to bring life to the public environment.
- Prioritize pedestrian scaled elements to create spaces that are comfortable, safe, and enjoyable.
- Provide seamless transitions between uses to encourage non-motorized mobility, improve public fitness and health, and reduce road congestion.
- Reduce and hide parking to focus on pedestrian activity.
- Prevent crime through environmental design.
- Leverage regulatory TOD incentives to design a more compelling project that capitalizes on transit adjacency and economy of scales.
- Utilize Metro policies and programs supporting a healthy, sustainable, and welcoming environment around transit service and facilities.



The Wilshire/Vermont Metro Joint Development project leveraged existing transit infrastructure to catalyze a dynamic and accessible urban environment. The project accommodates portal access into the Metro Rail system and on-street bus facilities.

Links to Metro policies and programs may be found in the [Resources Section](#) of this Handbook.



1.2 Enhancing Access to Transit

Metro seeks to create a comprehensive, integrated transportation network and supports infrastructure and design that allows safe and convenient access to its multimodal services. Projects in close proximity to Metro's services and facilities present an opportunity to enhance the public realm and connections to/from these services for transit patrons as well as users of the developments.

Recommendation: Design projects with transit access in mind. Project teams should capitalize on the opportunity to improve the built environment and enhance the public realm for pedestrians, bicyclists, persons with disabilities, seniors, children, and users of green modes. Metro recommends that projects:



The City of Santa Monica leveraged investments in rail transit and reconfigured Colorado Avenue to form a multi-modal first/last mile gateway to the waterfront from the Expo Line Station.

- Orient major entrances to transit service, making access and travel intuitive and convenient.
- Plan for a continuous canopy of shade trees along all public right-of-way frontages to improve pedestrian comfort to transit facilities.
- Add pedestrian lighting along paths to transit facilities and nearby destinations.
- Integrate wayfinding and signage into project design.
- Enhance nearby crosswalks and ramps.
- Ensure new walkways and sidewalks are clear of any obstructions, including utilities, traffic control devices, trees, and furniture.
- Design for seamless, multi-modal pedestrian connections, making access easy, direct, and comfortable.

Additional Resources:

[Metro Active Transportation Strategic Plan](#)

[Metro Complete Streets Policy](#)

[Metro First/Last Mile Strategic Plan](#)

[Metro Transit Supportive Planning Toolkit](#)



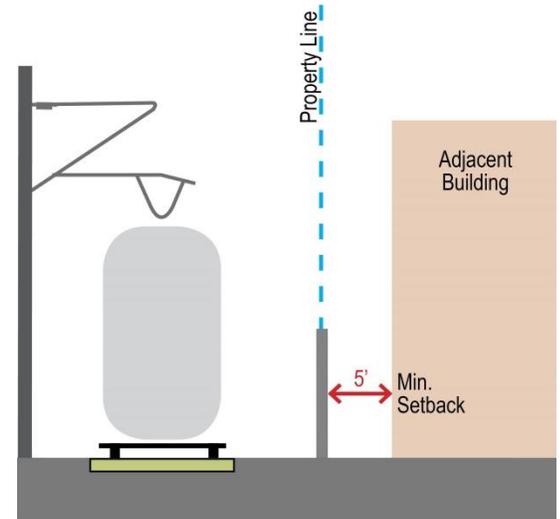
1.3 Building Setback

Buildings and structures with a zero lot setback abutting Metro ROW are of prime concern to Metro. Encroachment onto Metro property to construct or maintain buildings is strongly discouraged as this presents safety hazards and may disrupt transit service and/or damage Metro infrastructure.

Recommendation: Metro strongly encourages development plans include a minimum setback of five (5) feet to buildings from the Metro ROW property line to accommodate the construction and maintenance of structures without the need to encroach upon Metro property. As local jurisdictions also have building setback requirements, new developments should comply with the greater of the two requirements.

Entry into the ROW by parties other than Metro and its affiliated partners requires written approval. Should construction or maintenance of a development necessitate temporary or ongoing access to Metro ROW, a Metro *Right of Entry Permit* must be requested and obtained from Metro Real Estate for every instance access is required. Permission to enter the ROW is granted solely at Metro's discretion.

Refer to Section 3.2 –Track Access and Safety for additional information pertaining to ROW access in preparation for construction activities.



A minimum setback of five (5) feet between an adjacent structure and Metro ROW is strongly encouraged.

Additional Resources:

[Metro Adjacent Construction Design Manual](#)



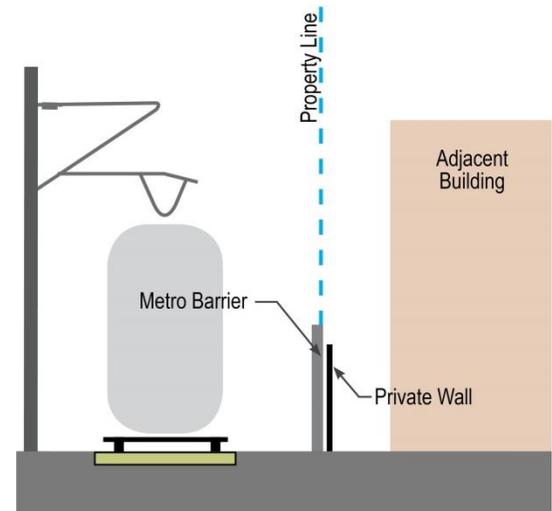
1.4 Shared Barrier Construction & Maintenance

In areas where Metro ROW abuts private property, barrier construction and maintenance responsibilities can rise to be a point of contention with property owners. When double barriers are constructed, the gap created between the Metro-constructed fence and a private property owner's fence can accumulate trash and make regular maintenance challenging without accessing the other party's property.

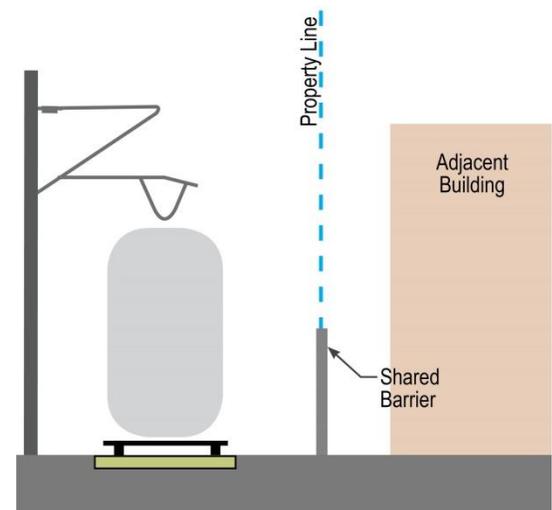
Recommendation: Metro strongly prefers a single barrier condition along its ROW property line. With an understanding that existing conditions along ROW boundaries vary throughout Los Angeles County, Metro recommends the following, in order of preference:

1. Enhance existing Metro barrier: if structural capacity allows, private property owners and developers should consider physically affixing improvements onto and building upon Metro's existing barrier. Metro is amenable to barrier enhancements such as increasing barrier height and allowing private property owners to apply architectural finishes to their side of Metro's barrier.
2. Replace existing barrier(s): if conditions are not desirable, remove and replace any existing barrier(s), including Metro's, with a new single barrier built on the property line.

Metro is amenable to sharing costs for certain improvements that allow for clarity in responsibilities and adequate ongoing maintenance from adjacent property owners without entering Metro's property. Metro Real Estate should be contacted with case-specific questions and will need to approve shared barrier design, shared-financing, and construction.



Double barrier conditions allow trash accumulation and create maintenance challenges for Metro and adjacent property owners.



Metro prefers a single barrier condition along its ROW property line.



1.5 Project Orientation & Noise Mitigation

Metro may operate in and out of revenue service 24 hours per day, every day of the year, and can create noise and vibration (i.e. horns, power washing). Transit service and maintenance schedules cannot be altered to avoid noise for adjacent developments. However, noise and vibration impacts can be reduced through building design and orientation.

Recommendations: Use building orientation, programming, and design techniques to reduce noise and vibration for buildings along Metro ROW:

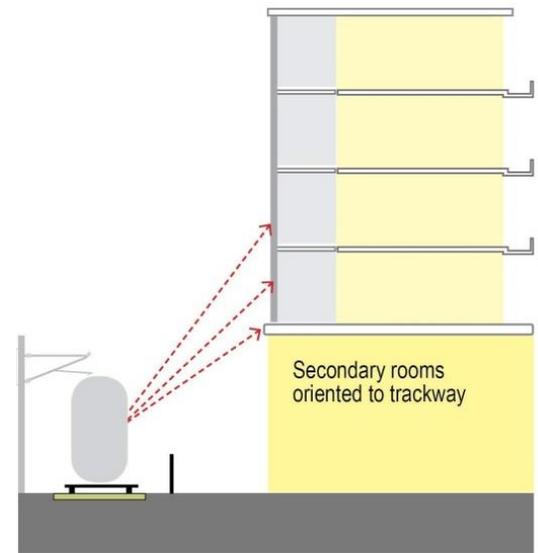
- Locate “back of house” rooms (e.g. bathrooms, stairways, laundry rooms) along ROW, rather than noise sensitive rooms (e.g. bedrooms and family rooms)
- Use upper level setbacks and locate living spaces away from ROW.
- Enclose balconies.
- Install double-pane windows.
- Include language disclosing potential for noise, vibration, and other impacts due to transit proximity in terms and conditions for building lease/sale agreements to protect building owners/sellers from tenant/buyer complaints.

Developers are responsible for any noise mitigation required, which may include engineering designs for mitigation recommended by Metro or otherwise required by local municipalities. A recorded *Noise Easement Deed* in favor of Metro may be required for projects within 100’ of Metro ROW to ensure notification to tenants and owners of any proximity issues.

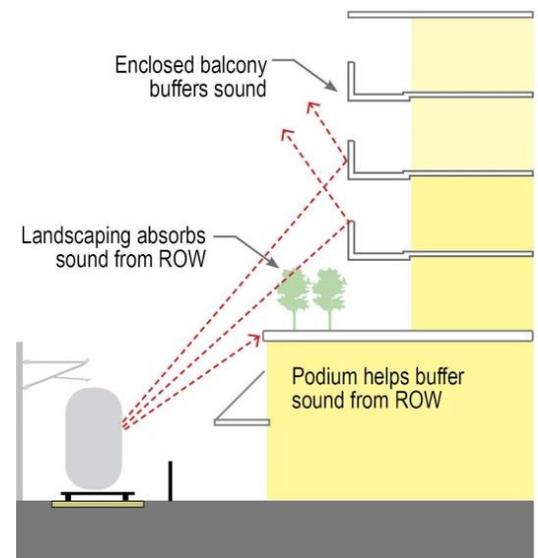
Additional Resources:

[Noise Easement Deed](#)

[MRDC, Section 2 – Environmental Considerations](#)



Building orientation can be designed to face away from tracks, reducing the noise and vibration impacts.



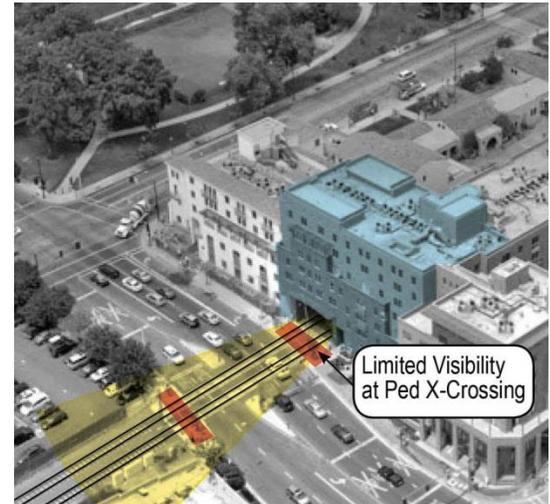
Strategic placement of podiums and upper-level setbacks on developments near Metro ROW can reduce noise and vibration impacts.



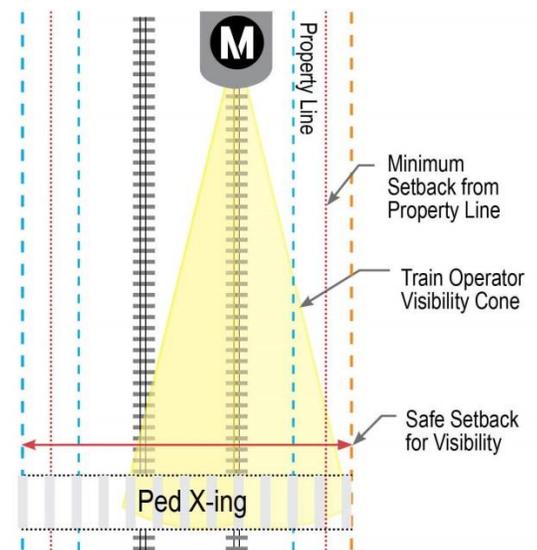
1.6 Sightlines at Crossings

Developments adjacent to Metro ROW can present visual barriers to transit operators approaching vehicular and pedestrian crossings. Buildings and structures in close proximity to transit corridors can reduce sightlines and create blind corners where operators cannot see pedestrians. This requires operations to reduce train speeds, which decreases the efficiency of transit service.

Recommendation: Design buildings to maximize transit service sightlines at crossings, leaving a clear *cone of visibility* to oncoming vehicles and pedestrians. Metro Operations will review, provide guidance, and determine the extent of operator visibility for safe operations. If the building envelope overlaps with the visibility cone near pedestrian and vehicular crossings, a building setback may be needed to ensure safe transit service. The cone of visibility at crossings and required setback will be determined based on vehicle approach speed.



Limited sightlines for trains approaching street crossings create unsafe conditions.



Visibility cones allow train operators to respond to safety hazards.

Additional Resources:

[MRDC, Section 4 – Guideway and Trackwork](#)

[MRDC, Section 12 – Safety, Security, & System Assurance](#)

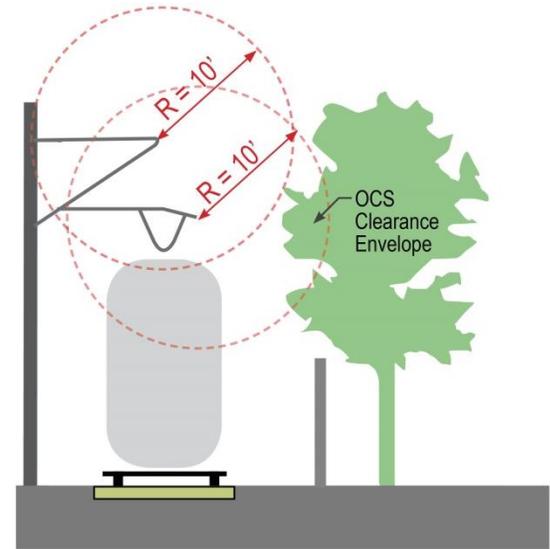


1.7 Transit Envelope Clearance

Metro encourages density along and around transit service as well as greening of the urban environment through the addition of street trees and landscaping. However, building appurtenances, such as balconies, facing rail ROW may pose threats to Metro service as clothing or other décor could blow into the OCS. Untended landscaping and trees can also grow into the OCS above light rail lines, creating electrical safety hazards as well as visual and physical impediments for trains.

Recommendation: Project elements facing or located adjacent to the ROW should be designed to avoid potential conflicts with Metro transit vehicles and infrastructure. Metro recommends that projects:

- Maintain building appurtenances and landscaping at a minimum distance of ten (10) feet from the OCS and support structures.
- Plan for landscape maintenance from private property and not allow growth into the Metro ROW. Property owners will not be permitted to access Metro property to maintain private development.
- Design buildings such that balconies do not provide direct access to ROW access.



Adjacent structures and landscaping should be sited to avoid conflicts with the rail OCS.

Additional Resources:

[MRDC, Section 4 – Guideway and Trackwork](#)

[MRDC, Section 6 – Architectural](#)

[MRDC, Section 12 – Safety, Security, & System Assurance](#)

1 Site Planning & Design



1.8 Bus Stops & Zones Design

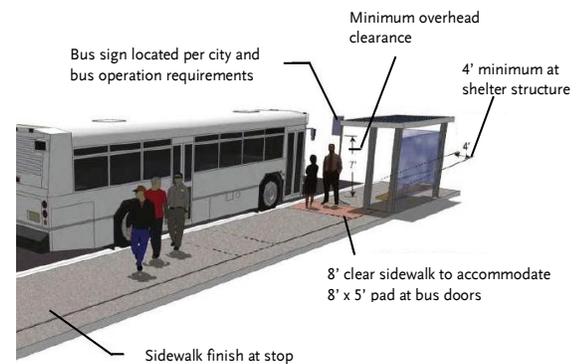
Metro Bus serves 15,967 bus stops throughout the diverse landscape that is Los Angeles County. Typically located on sidewalks within the public right-of-way owned and maintained by local jurisdictions, existing bus stop conditions vary from well-lit and sheltered spaces to uncomfortable and unwelcoming zones. Metro is interested in working with developers and local jurisdiction to create a vibrant public realm around new developments by strengthening multi-modal access to/from Metro transit stops and enhancing the pedestrian experience.

Recommendation: When designing around existing or proposed bus stops, Metro recommends project teams:

- Review Metro's Transit Service Policy: Appendix D, which provides standards for design and operation of bus stops and zones for near-side, far-side, and mid-block stops. In particular, adjacent projects should:
 - Accommodate 6' x 8' landing pads at bus doors.
 - Install a concrete bus pad within each bus stop zone to avoid asphalt damage.
- Replace stand-alone bus stop signs with bus shelters that include benches and adequate lighting.
- Design wide sidewalks (15' preferred) that accommodate bus landing pads as well as street furniture, landscape, and user travel space.
- Ensure final design of stops and surrounding sidewalk allows passengers with disabilities a clear path of travel.
- Place species of trees in quantities and spacing that will provide a continuous shade canopy in paths of travel to access transit stops. These must be placed far enough away from the curb and adequately maintained to prevent visual and physical impediments for buses when trees reach maturity.
- Locate and design driveways to avoid conflicts with on-street services and pedestrian traffic.

Additional Resources:

[Metro Transit Service Policy](#)



Well-designed and accessible bus stops are beneficial amenities for both transit riders and users of adjacent developments.



1.9 Driveways/Access Management

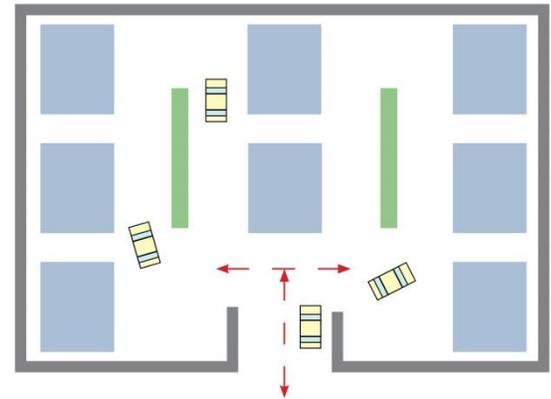
Driveways adjacent to on-street bus stops can create conflict for pedestrians walking to/from or waiting for transit. Additionally, driveways accessing parking and loading at project sites near Metro Rail and BRT crossings can create queuing issues along city streets and put vehicles in close proximity with fast moving trains and buses.

Recommendation: Metro encourages new developments to promote a lively public space mutually beneficial to the project and Metro by providing safe, comfortable, convenient, and direct connections to transit. Metro recommends that projects:

- Place driveways along side streets and alleys, away from on-street bus stops and transit crossings to minimize safety conflicts between active tracks, transit vehicles, and people, as well as queuing on streets.
- Locate vehicular driveways away from transit crossings or areas that are likely to be used as waiting areas for transit services.
- Program loading docks away from sidewalks where transit bus stop activity is/will be present.
- Consolidate vehicular entrances and reduce width of driveways.
- Raise driveway crossings to be flush with the sidewalk, slowing automobiles entering and prioritizing pedestrians.
- Separate pedestrian walkways to minimize conflict with vehicles and encourage safe non-motorized travel.



Driveways in close proximity to each other compromise safety for those walking to/from transit and increase the potential for vehicle-pedestrian conflicts.



A consolidated vehicular entrance greatly reduces the possibility for vehicle-pedestrian conflicts.

Additional Resources:

[Metro First/Last Mile Strategic Plan](#)
[MRDC, Section 3 – Civil](#)







2

Engineering

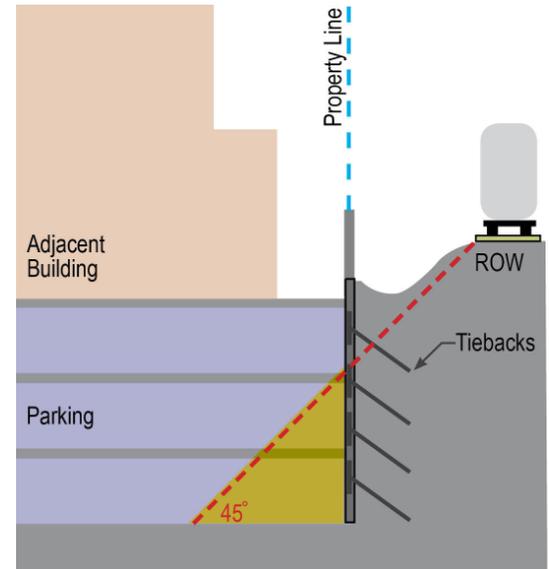


2.1 Excavation Support System Design

Excavation near Metro ROW has the potential to disturb adjoining soils and jeopardize the support of existing Metro infrastructure. Any excavation which occurs within the geotechnical *foul zone* is subject to Metro review and approval. The geotechnical zone of influence shall be defined as the area below the track-way as measured from a 45-degree angle from the edge of the rail track ballast. Construction within this vulnerable area poses a potential risk to Metro service and safety and triggers additional safety regulations.

Recommendation: Coordinate with Metro Engineering staff for review and approval of structural and support of excavation drawings prior to the start of excavation or construction. Tie backs encroaching into Metro ROW may require a tie back easement or license, at Metro's discretion.

Any excavation/shoring within Metrolink operated and maintained ROW would require compliance with Metrolink Engineering standards and guidelines.



An underground structure located within the ROW foul zone would require additional review by Metro.

Additional Resources:

[Metrolink Engineering & Construction Requirements](#)

[MRDC, Section 3 – Civil](#)

[MRDC, Section 5 – Structural/Geotechnical](#)



2.2 Proximity to Stations & Tunnels

Metro supports development of commercial and residential properties near transit services and understands that increasing development near stations represents a mutually beneficial opportunity to increase ridership and enhance transportation options for the users of the developments. However, construction adjacent to, over, or under underground Metro facilities (tunnels, stations and appendages) is of great concern and should be coordinated closely with Metro Engineering.

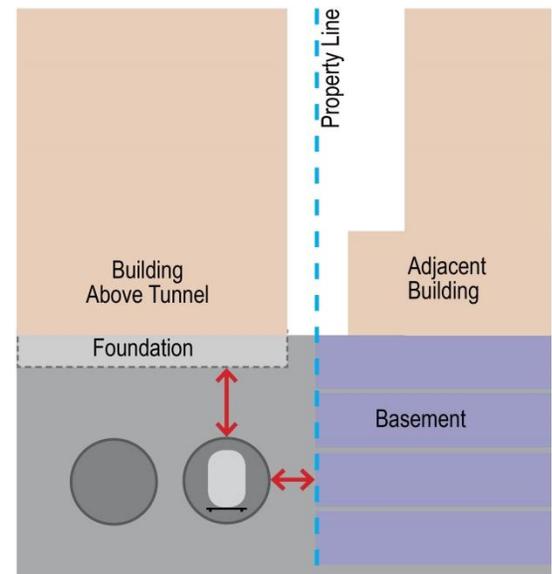
Recommendation: Dependent on the nature of the adjacent construction, Metro will need to review the geotechnical report, structural foundation plans, sections, shoring plan sections and calculations. Metro typically seeks to maintain a minimum eight (8) foot clearance from existing Metro facilities to new construction (shoring or tiebacks). It will be incumbent upon the developer to demonstrate, to Metro's satisfaction, that both the temporary support of construction and the permanent works do not adversely affect the structural integrity, safety or continued efficient operation of Metro facilities.

Metro may require monitoring where such work will either increase or decrease the existing overburden (i.e. weight) to which the tunnels or facilities are subjected. When required, the monitoring will serve as an early indication of excessive structural strain or movement. Additional information regarding monitoring requirements, which will be determined on a case-by-case basis, may be found in Section 3.4, Excavation Drilling/Monitoring.

Additional Resources:

[MRDC, Section 3 – Civil](#)

[MRDC, Section 5 – Structural/Geotechnical](#)



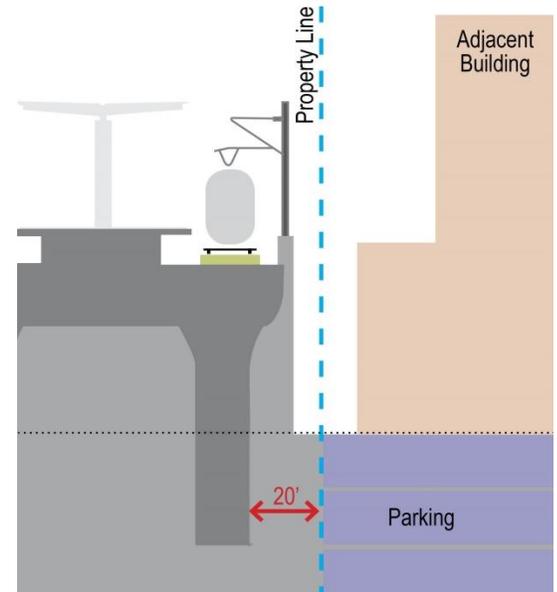
Underground tunnels in close proximity to adjacent basement structure.



2.3 Protection from Explosion/Blast

Metro is obligated to ensure the safety of public transit infrastructure from potential explosive sources which could originate from adjacent underground structures or from at grade locations, situated below elevated *guideways* or stations. Blast protection setbacks or mitigation may be required for large projects constructed near critical Metro facilities.

Recommendation: Avoid locating underground parking or basement structures within twenty (20) feet from an existing Metro tunnel or facility (exterior face of wall to exterior face of wall). Adjacent developments which are within this 20-foot envelope may be required to undergo a *Threat Assessment and Blast/Explosion Study* subject to Metro review and approval.



An underground structure proposed within twenty (20) feet of a Metro structure may require a threat assessment and blast/explosion study.

Additional Resources:

[Metro Adjacent Construction Design Manual](#)

[MRDC, Section 3 – Civil](#)

[MRDC, Section 5 – Structural/Geotechnical](#)







3

Construction Safety & Monitoring

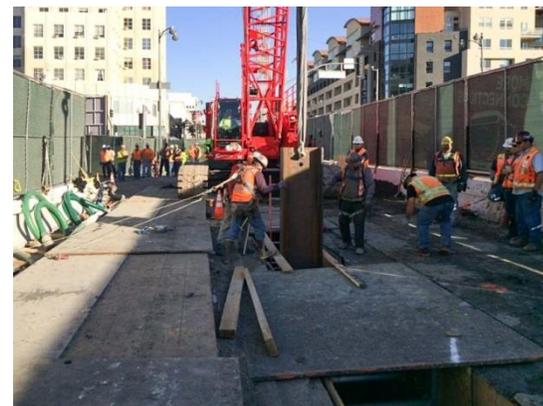
3 Construction Safety & Monitoring



3.1 Pre-Construction Coordination

Metro is concerned with impacts on service requiring single tracking, line closures, speed restrictions, and *bus bridging* occurring as a result of adjacent project construction. Projects that will require work over, under, adjacent, or on Metro property or ROW and include operation of machinery, scaffolding, or any other potentially hazardous work are subject to evaluation in preparation for and during construction to maintain safe operations and passenger wellbeing.

Recommendation: Following an initial screening of the project, additional coordination may be determined to be necessary. Dependent on the nature of the adjacent construction, developers may be requested to perform the following as determined on a case-by-case basis:



Metro staff oversees construction for the Purple Line extension.

- Submit a construction work plan and related project drawings and specifications for Metro review.
- Submit a contingency plan, show proof of insurance coverage, and issue current certificates.
- Provide documentation of contractor qualifications.
- Complete pre-construction surveys, perform baseline readings, and install movement instrumentation.
- Complete readiness review and perform practice run of shutdown per contingency plan.
- Confirm a ROW observer or other safety personnel and an inspector from the parties.
- Establish a coordination process for access and work in or adjacent to ROW for the duration of construction.

Project teams will be responsible for the costs of adverse impacts on Metro transit operations caused by work on adjacent developments, including remedial work to repair damage to Metro property, facilities, or systems. Additionally, a review fee may be assessed based on an estimate of required level of effort provided by Metro.

All projects adjacent to Metrolink infrastructure will require compliance with SCRRRA Engineering Standards and Guidelines.

Additional Resources:

[Metrolink Engineering & Construction Requirements](#)

[Metro Adjacent Construction Design Manual](#)

3 Construction Safety & Monitoring



3.2 Track Access and Safety

Permission is needed from Metro to enter Metro property for construction and maintenance along, above, or under Metro ROW as these activities can interfere with Metro utilities and service and pose a safety hazard to construction teams and transit riders. Track access is solely at Metro's discretion and is discouraged to prevent electrocution and collisions with construction workers or machines.

Recommendation: To work in or adjacent to Metro ROW, the following must be obtained and/or completed:

- Right-of-Entry Permit/Temporary Construction Easement: All access to and activity on Metro property, including easements necessary for construction of adjacent projects, must be approved through a Right-of-Entry Permit and/or a Temporary Construction Easement obtained from Metro Real Estate and may require a fee.
- Track Allocation: All work on Metro Rail ROW must receive prior approval from Metro Rail Operations Control. Track Allocation identifies, reserves, and requests changes to normal operations for a specific track section, line, station, location, or piece of equipment to allow for safe use by a non-Metro entity.
- Safety Training: All members of the project construction team will be required to attend Metro Safety Training in advance of work activity.
- Construction Work Plan: Dependent on the nature of adjacent construction, Metro may request a construction work plan, which describes means and methods and other construction plan details, to ensure the safety of transit operators and patrons.



Trained flaggers ensure the safe crossing of pedestrians and workers of an adjacent development.

Additional Resources:

[Metro Adjacent Construction Design Manual](#)

[Safety Training](#)

[Track Allocation](#)

3 Construction Safety & Monitoring

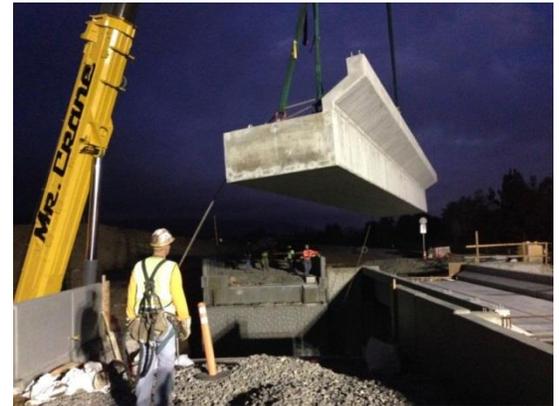


3.3 Construction Hours

To maintain public safety and access for Metro riders, construction should be planned, scheduled, and carried out in a way to avoid impacts to Metro service and maintenance. Metro may limit hours of construction which impact Metro ROW to night or off-peak hours so as not to interfere with Metro revenue service.

Recommendations: In addition to receiving necessary construction approvals from the local municipality, all construction work on or in close proximity to Metro ROW must be scheduled through the Track Allocation Process, detailed in Section 3.2.

Metro prefers that adjacent construction that has the potential to impact normal, continuous Metro operations take place during non-revenue hours (approximately 1:00a.m.-4:00a.m.) or during non-peak hours to minimize impacts to service. The project sponsor may be responsible for additional operating costs resulting from disruption to normal Metro service.



Construction during approved hours ensures the steady progress of adjacent development construction as well as performance of Metro's transit service.

Additional Resources:

[Metro Adjacent Construction Design Manual](#)

[MRDC, Section 10 – Operations](#)

[Track Allocation](#)

3 Construction Safety & Monitoring



3.4 Excavation/Drilling Monitoring

Excavation is among the most hazardous construction activities and can pose threats to the structural integrity of Metro's transit infrastructure.

Recommendation: Excavation and shoring plans adjacent to the Metro ROW shall be reviewed and approved by Metro Engineering prior to commencing construction.

Geotechnical instrumentation and monitoring will be required for all excavations occurring within Metro's *geotechnical zone of influence*, where there is potential for adversely affecting the safe and efficient operation of transit vehicles. Monitoring of Metro facilities due to adjacent construction may include the following as determined on a case-by-case basis:

- Pre- and post-construction condition surveys
- Extensometers
- Inclinometers
- Settlement reference points
- Tilt-meters
- Groundwater observation wells
- Movement arrays
- Vibration monitoring



Rakers and tiebacks provide temporary support during construction.



A soldier pile wall supports adjacent land during construction.

Additional Resources:

[Metro Adjacent Construction Design Manual](#)

[MRDC, Section 3 – Civil](#)

[MRDC, Section 5 – Structural/Geotechnical](#)

3 Construction Safety & Monitoring



3.5 Crane Operations

Construction activities adjacent to Metro ROW will often require moving large, heavy loads of building materials and machinery by cranes. Cranes referred to in this section include all power operated equipment that can hoist, lower, and horizontally move a suspended load. There are significant safety issues to be considered for the operators of crane devices as well as Metro patrons and operators.

Recommendations: Per California Occupational Safety and Health Administration (Cal/OSHA) standards, cranes operated near the OCS must maintain a twenty (20) foot clearance from the OCS. In the event that a crane or its load needs to enter the 20-foot envelope, OCS lines must be de-energized.

Construction activities which involve swinging a crane and suspended loads over Metro facilities or bus passenger areas shall not be performed during revenue hours. The placement and swing of this equipment are subject to Metro review and possible work plan.



Construction adjacent to the Pico Rail Station in Downtown Los Angeles.



Construction adjacent to the Chinatown Rail Station.

Additional Resources:

[Metro Adjacent Construction Design Manual](#)
[Cal/OSHA](#)

3 Construction Safety & Monitoring



3.6 Construction Barriers & Overhead Protection

During construction, falling objects can damage Metro facilities, and pose a safety concern to the patrons accessing them.

Recommendations: Vertical construction barriers and overhead protection compliant with Metro and Cal OSHA requirements shall be constructed to prevent objects from falling into the Metro ROW or areas designed for public access to Metro facilities. A protection barrier shall be constructed to cover the full height of an adjacent project and overhead protection from falling objects shall be provided over Metro ROW as necessary. Erection of the construction barriers and overhead protection for these areas shall be done during Metro non-revenue hours.



A construction barrier is built at the edge of the site to protect tracks from adjacent work.

Additional Resources:

[Metro Adjacent Construction Design Manual](#)

3 Construction Safety & Monitoring



3.7 Pedestrian & Emergency Access

Metro's ridership relies on the consistency and reliability of access and *wayfinding* to/from stations, stops, and facilities. Construction on adjacent developments must not obstruct fire department access, emergency egress, or otherwise present a safety hazard to Metro operations, its employees, patrons, and the general public. Fire access and safe escape routes within all Metro stations, stops, and facilities must be maintained.

Recommendations: The developer shall ensure pedestrian access to Metro stations, stops, and transit facilities is compliant with the Americans with Disabilities Act (ADA) and maintained during construction:

- Temporary fences, barricades, and lighting should be installed and watchmen provided for the protection of public travel, the construction site, adjacent public spaces, and existing Metro facilities.
- Temporary signage should be installed where necessary and in compliance with the latest California Manual on Uniform Traffic Control Devices and in coordination with Metro Art and Design Standards.
- Emergency exits shall be provided and be clear of obstructions at all times.
- Access shall be maintained for utilities such as fire hydrants, stand pipes/connections, and fire alarm boxes as well as Metro-specific infrastructure such as fan and vent shafts.



Sidewalk access is blocked for construction project, forcing pedestrians into street or to use less direct paths to the Metro facility.

Additional Resources:

[California Manual on Uniform Traffic Control Devices](#)

[Metro Adjacent Construction Design Manual](#)

[Metro Signage Standards](#)

3 Construction Safety & Monitoring



3.8 Impacts to Bus Routes & Stops

During construction, bus stops and routes may need to be temporarily relocated. Metro needs to be informed of activities that require removal and/or relocation in order to ensure uninterrupted service.

Recommendations: During construction, existing bus stops must be maintained or relocated consistent with the needs of Metro Bus Operations. Design of temporary and permanent bus stops and surrounding sidewalk area must be ADA-compliant and allow passengers with disabilities a clear path of travel to the transit service. Metro Bus Operations Control Special Events and Metro Stops & Zones Department should be contacted at least 30 days in advance of initiating construction activities



Temporary and permanent relocation of bus stops and layover zones will require coordination between developers, Metro, and other municipal bus operators, and local jurisdictions.

Additional Resources:

[Metro Transit Service Policy](#)
[MRDC, Section 3 – Civil](#)

3 Construction Safety & Monitoring



3.9 Utility Coordination

Construction has the potential to interrupt utilities that Metro relies on for safe operations and maintenance. Utilities of concern to Metro include but are not limited to: condenser water piping, potable/fire water, and storm and sanitary sewer lines, as well as electrical/telecommunication services.

Recommendations: Temporary and permanent utility impacts and relocation near Metro facilities should be addressed during project design and engineering to avoid conflicts during construction.

The contractor shall protect existing aboveground and underground Metro utilities during construction and coordinate with Metro to receive written approval for any utilities pertinent to Metro facilities that may be verified, used, interrupted, or disturbed.

When electrical power outages or support functions are required, the approval must be obtained through Metro Track Allocation.



Coordination of underground utilities is critical.

Additional Resources:

[Metro Adjacent Construction Design Manual](#)

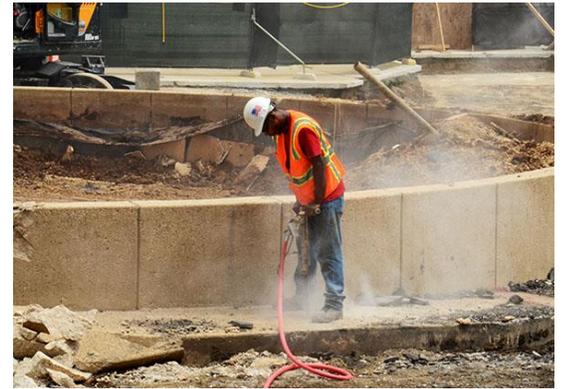
3 Construction Safety & Monitoring



3.10 Air Quality & Ventilation Protection

Hot or foul air, fumes, smoke, steam, and dust from adjacent construction activities can negatively impact Metro facilities, service, and users.

Recommendation: Hot or foul air, fumes, smoke, and steam from adjacent facilities must not be discharged within 40 feet of existing Metro facilities, including but not limited to: ventilation system intake shafts or station entrances. Should fumes be discharged within 40 feet of Metro intake shafts, a protection panel around each shaft shall be required.



A worker breaks up concrete creating a cloud of silica dust.

Additional Resources:

[Metro Adjacent Construction Design Manual](#)
[MRDC, Section 8 – Mechanical](#)

Resources

The following provides Metro contact information and a list of programs, policies, and online resources that should be considered when planning projects within 100 feet of Metro ROW – including underground easements – and in close proximity to non-revenue transit facilities and property:



Metro encourages developers and municipalities to leverage digital resources and data sets to maximize opportunities inherent in transit adjacency.

Metro Adjacent Development Contact Information & Resources

Please direct any questions to the Metro Adjacent Development team at:

- 213-418-3484
- DevReview@metro.net

Metro Adjacent Development Review Webpage:

<https://www.metro.net/projects/devreview/>

Metro Right-of-Way GIS Data

Metro maintains a technical resource website housing downloadable data sets and web services. Developers and municipalities should utilize available Metro right-of-way GIS data to appropriately plan and coordinate with Metro when proposing projects within 100' of Metro right-of-way:

<https://developer.metro.net/portfolio-item/metro-right-of-way-gis-data/>

Metro Design Criteria & Standards

Metro standard documents are periodically updated and are available upon request:

- Metro Adjacent Construction Design Manual
- Metro Rail Design Criteria (MRDC)
- Metro Rail Directive Drawings
- Metro Rail Standard Drawings
- Metro Signage Standards

Metrolink Standards & Procedures

Engineering & Construction

<https://www.metrolinktrains.com/about/agency/engineering--construction/>

Metro Policies & Plans

Active Transportation Strategic Plan, 2016

<https://www.metro.net/projects/active-transportation-strategic-plan/>

Complete Streets Policy, 2014

<https://www.metro.net/projects/countywide-planning/metros-complete-streets-policy-requirements/>

Countywide Sustainability Planning Policy & Implementation Plan, 2012

https://media.metro.net/projects_studies/sustainability/images/countywide_sustainability_planning_policy.pdf

First/Last Mile Strategic Plan, 2014

https://media.metro.net/docs/First_Last_Mile_Strategic_Plan.pdf

Transit Service Policy, 2015

https://media.metro.net/images/service_changes_transit_service_policy.pdf



Major construction at the Metrolink San Bernardino Station.



Metro Complete Streets Policy

Resources



Metro Bike Hub at Los Angeles Union Station

Metro Programs & Toolkits

Bike Hub

<https://bikehub.com/metro/>

Bike Share for Business

<https://bikeshare.metro.net/for-business/>

Green Places Toolkit

<https://www.metro.net/interactives/greenplaces/index.html>

Transit Oriented Communities

<https://www.metro.net/projects/transit-oriented-communities/>

Transit Passes

Annual and Business Access Passes

<https://www.metro.net/riding/eapp/>

College/Vocational Monthly Pass

<https://www.metro.net/riding/fares/collegevocational/>

Transit Supportive Planning Toolkit

<https://www.metro.net/projects/tod-toolkit/>

Useful Policies & Resources

ADA Standards for Accessible Design, 2010

U.S. Department of Justice.

https://www.ada.gov/2010ADASTandards_index.htm

California Manual on Uniform Traffic Control Devices.

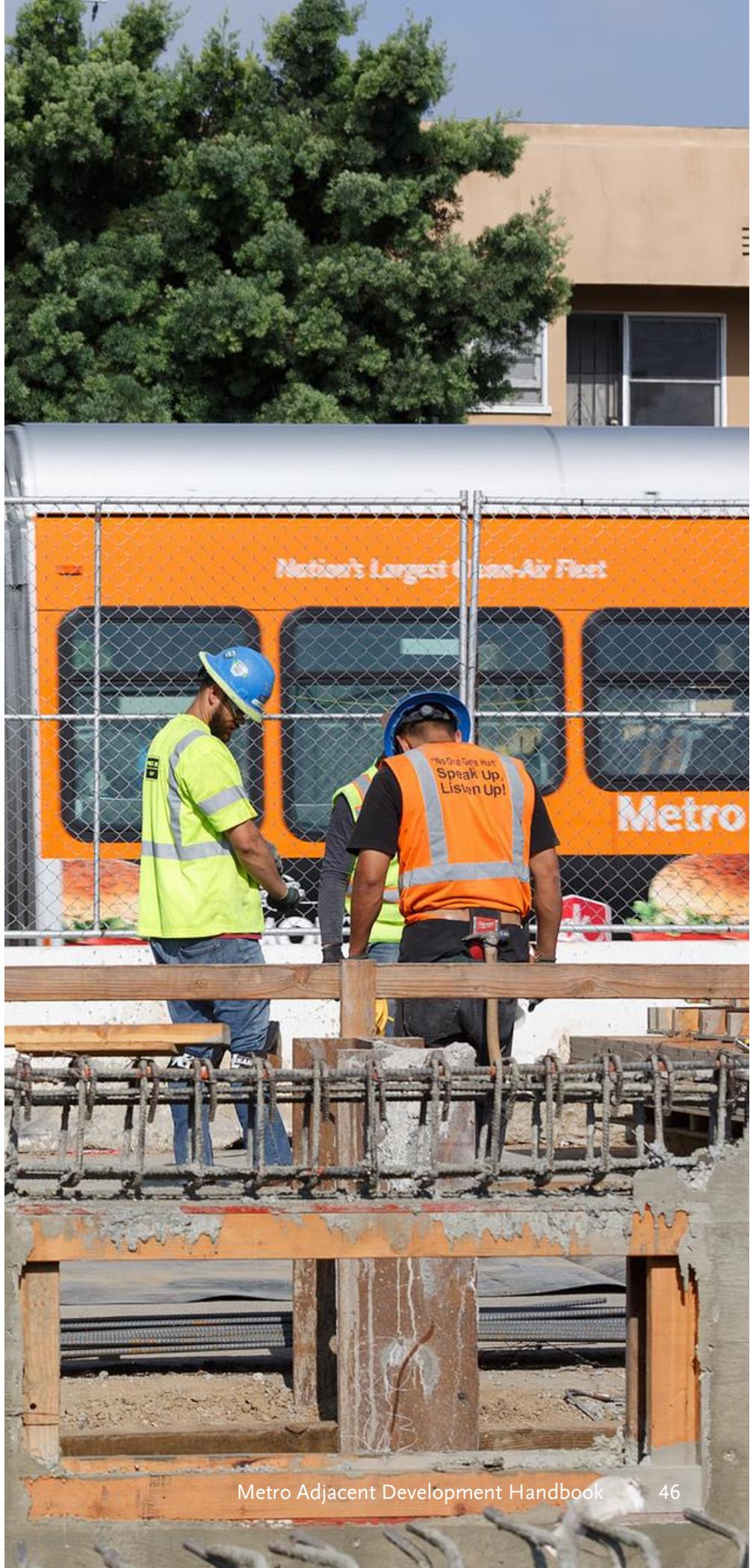
State of California Department of Transportation

<http://www.dot.ca.gov/trafficops/tcd/signcharts.html>

California Occupational Safety and Health Administration (Cal/OSHA)

State of California Department of Industrial Relations

<http://www.dir.ca.gov/dosh/>



Glossary

Cone of Visibility – a conical space at the front of moving transit vehicles allowing for clear visibility of travel way and/or conflicts.

Construction Work Plan (CWP) – project management document outlining the definition of work tasks, choice of technology, estimation of required resources and duration of individual tasks, and identification of interactions among the different work tasks.

Flagger/Flagman – person who controls traffic on and through a construction project. Flaggers must be trained and certified by Metro Rail Operations prior to any work commencing in or adjacent to Metro ROW.

Geotechnical Foul Zone – area below a track-way as measured from a 45-degree angle from the edge of the rail track ballast.

Guideway – a channel, track, or structure along which a transit vehicle moves.

Heavy Rail Transit (HRT) – Metro HRT systems include exclusive ROW (mostly subway) trains up to six (6) cars long (450') and utilize a contact rail for traction power distribution (e.g. Metro Red Line).

Light Rail Transit (LRT) – Metro LRT systems include exclusive, semi-exclusive, or street ROW trains up to three (3) cars long (270') and utilize OCS for traction power distribution (e.g. Metro Blue Line).

Measure R – half-cent sales tax for Los Angeles County approved in November 2008 to finance new transportation projects and programs. The tax expires in 2039.

Measure M – half-cent sales tax for LA County approved in November 2016 to fund transportation improvements, operations and programs, and accelerate projects already in the pipeline. The tax will increase to one percent in 2039 when Measure R expires.

MetroLink – a commuter rail system with seven lines throughout Los Angeles, Orange, Riverside, San Bernardino, Ventura, and North San Diego counties governed by the Southern California Regional Rail Authority.

Metro Adjacent Construction Design Manual – Volume III of the Metro Design Criteria & Standards which outlines the Metro adjacent development review procedure as well as operational requirements when constructing over, under, or adjacent to Metro facilities, structures, and property.

Metro Bus – Metro “Local” and “Rapid” bus service runs within the street, typically alongside vehicular traffic, though occasionally in “bus-only” lanes.

Metro Bus Rapid Transit (BRT) – high quality bus service that provides faster and convenient service through the use of dedicated ROW, branded vehicles and stations, high frequency and intelligent transportation systems, all door boarding, and intersection crossing priority. Metro BRT generally runs within the center of freeways and/or within dedicated corridors.

Metro Design Criteria and Standards – a compilation of documents that govern how Metro transit service and facilities are designed, constructed, operated, and maintained.

Metro Rail – urban rail system serving Los Angeles County consisting of six lines, including two subway lines (Red and Purple Lines) and four light rail lines (Blue, Green, Gold, and Expo Lines).

Metro Rail Design Criteria (MRDC) – Volume IV of the Metro Design Criteria & Standards which establishes design criteria for preliminary engineering and final design of a Metro Project.

Metro Transit Oriented Communities – land use planning and community development program that seeks to

maximize access to transportation as a key organizing principle and promote equity and sustainable living by offering a mix of uses close to transit to support households at all income levels, as well as building densities, parking policies, urban design elements and first/last mile facilities that support ridership and reduce auto dependency.

Noise Easement Deed – easement completed by property owners abutting Metro ROW acknowledging use and possible results of transit vehicle operation on the ROW.

Overhead Catenary System (OCS) – one or more electrified wires (or rails, particularly in tunnels) situated over a transit ROW that transmit power to light rail trains via pantograph, a current collector mounted on the roof of an electric vehicle. Metro OCS is supported by hollow poles placed between tracks or on the outer edge of parallel tracks.

Right of Entry Permit – written approval granted by Metro Real Estate to enter Metro ROW and property.

Right of Way (ROW) –the composite total requirement of all interests and uses of real property needed to construct, maintain, protect, and operate the transit system.

Southern California Regional Rail Authority (SCRRA) – a joint powers authority made up of an 11-member board representing the transportation commissions of Los Angeles, Orange, Riverside, San Bernardino and Ventura counties. SCRRA governs and operates Metrolink service.

Threat Assessment and Blast/Explosion Study – analysis performed when adjacent developments are proposed within twenty (20) feet from an existing Metro tunnel or facility.

Track Allocation/Work Permit – permit granted by Metro Rail Operations Control to allocate a section of track and perform work on Metro Rail ROW. This permit should be

submitted for any work that could potentially foul the envelope of a train.

Wayfinding – signs, maps, and other graphic or audible methods used to convey location and directions to travelers.



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NATIVE AMERICAN HERITAGE COMMISSION
Cultural and Environmental Department

1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691 Phone (916) 373-3710
Email: nahc@nahc.ca.gov
Website: <http://www.nahc.ca.gov>
Twitter: @CA_NAHC



March 6, 2019

David Blumenthal
City of Downey
11111 Brookshire Avenue
Downey, CA 90241

RE: SCH# 2019029057 Rancho Los Amigos South Campus Specific Plan, Los Angeles County

Dear Mr. Blumenthal:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

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

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

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

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

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
 - a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
 - a. Avoidance and preservation of the resources in place, including, but not limited to:
 - i. Planning and construction to avoid the resources and protect the cultural and natural context.
 - ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - i. Protecting the cultural character and integrity of the resource.
 - ii. Protecting the traditional use of the resource.
 - iii. Protecting the confidentiality of the resource.
 - c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).
 - e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
 - f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
 - a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
 - b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

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

SB 18

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

Some of SB 18's provisions include:

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

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

NAHC Recommendations for Cultural Resources Assessments

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

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
 - b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
 - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
 - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
 - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
 - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email

address: Steven.Quinn@nahc.ca.gov.

Sincerely,



for

Steven Quinn
Associate Governmental Program Analyst

cc: State Clearinghouse

From: andrea paulino [forsakenone@sbcglobal.net]
Sent: Monday, March 11, 2019 2:08 PM
To: David Blumenthal; Rick Rodriguez; Sean Ashton
Subject: scoping meeting- probation dept- veteran housing

Dear Mr Blumenthal,

I attended the scoping meeting last month. I understand that the probation department on Imperial Hwy will be getting a new home in the Rancho south campus project. What will be happening to that property once they move? Is that county property?

Let me be the first to introduce a wonderful idea. I am a Hollydale resident and have been told countless times that the county has NO other available land to build the "Veterans" housing facility they have planned for my neighborhood. I am talking about the razed American Legion site at Garfield and Gardendale. Why not convert the old probation department into veterans housing? Or raze the building and start anew? It's right there on a main thoroughfare you could brand the heck out of it with your D's and blue and orange color scheme and make it a real gem in your city. It is also close to public transportation and a hospital.

Regards,

Andrea Paulino
Hollydale resident



Jared Blumenfeld
Secretary for
Environmental Protection



Department of Toxic Substances Control

Meredith Williams, Ph.D.
Acting Director
9211 Oakdale Avenue
Chatsworth, California 91311



Gavin Newsom
Governor

March 11, 2019

David Blumenthal
City Planner
11111 Brookshire Avenue
Downey, CA 90241

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE RANCHO LOS AMIGOS SOUTH CAMPUS SPECIFIC PLAN (PROJECT)

Dear Mr. Blumenthal:

The Department of Toxic Substances Control (DTSC) has received the document for the above-mentioned project.

Based on the review of the document, the DTSC comments are as follows:

- 1) The document needs to identify and determine whether current or historic uses at the project site have resulted in any release of hazardous wastes/substances at the project area.
- 2) The document needs to identify any known or potentially contaminated site within the proposed project area. For all identified sites, the document needs to evaluate whether conditions at the site pose a threat to human health or the environment.
- 3) The document should identify the mechanism to initiate any required investigation and/or remediation for any site that may require remediation, and which government agency will provide appropriate regulatory oversight.
- 4) If during construction of the project, soil contamination is suspected, construction in the area should stop and appropriate health and safety procedures should be implemented. If it is determined that contaminated soil exists, the document should identify how any required investigation or remediation will be conducted, and which government agency will provide appropriate regulatory oversight.

David Blumenthal
March 11, 2019
Page 2

DTSC provides guidance for Preliminary Endangerment Assessment (PEA) preparation, and cleanup oversight through the Voluntary Cleanup Program (VCP). For additional information on the VCP, please visit DTSC's web site at www.dtsc.ca.gov. If you would like to meet and discuss this matter further, please contact me at (818) 717-6555 or Pete.Cooke@dtsc.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Pete Cooke", with a long horizontal flourish extending to the right.

Pete Cooke
Site Mitigation and Restoration Program - Chatsworth Office

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Dave Kereazis
Hazardous Waste Management Program, Permitting Division
CEQA Tracking
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806

From: RENEE ACERO [R_ACERO@msn.com]
Sent: Tuesday, March 12, 2019 11:57 AM
To: David Blumenthal
Subject: Rancho Specific Plan public comment

This is a public comment in reference to the Scoping Meeting for the Rancho South Campus.

According to the presentation the Specific Plan is meant to "provide long-term guidance for growth and change in the Specific Plan area to enhance the quality of life in Downey and the region". Yet at that meeting the City of South Gate, who this project area will most greatly impact didn't even seem to be considered. Many of us South Gate residents are concerned with some of the issues mentioned at the meeting and in your presentation:

- * Traffic - Gardendale has already been reduced to two lanes, and is already congested. With all the added traffic from County employees that will only worsen.
- * Public safety - being on the border of two cities there's often a question of jurisdiction and so more than not we're just ignored by both cities. Our area NEEDS more police presence if the county and MTA plan to have an increase of people coming and going from this area. If anything, a substation needs to be included in all of these projects.
- * Infrastructure - Garfield and some of our main residential streets are in constant need of repair from our own traffic. Again, with the added traffic from county employees and those using the soccer field, and the metro rail being built that will only get worse.
- * Air Quality - Again, the added traffic AND the metro will definitely worsen our air quality. Let's not forget we also have two freeways bordering this area. Along with that goes Noise which will also certainly increase.
- * Aesthetics - The county plans to build one of its parking structures 6 stories high. How aesthetically pleasing would that be to the residents who live closest to that area?

One project that I didn't see in your presentation was the Housing that the County plans to build at the American Legion site. HOWEVER, I did notice that that area is included as part of this specific plan. How could it not be discussed at that meeting but included in this plan? Especially when, according to your presentation, the specific plan includes:

- * Land Use & Planning
- * Population & Housing
- * Public Services

Do you mean to tell me that building an entire housing complex would NOT have an impact on any of the concerns I've listed above? Or was the County and Downey hoping that we all wouldn't notice that you so conveniently left THAT project out of the equation? And please don't refer me to the County and claim that this is THEIR project alone because I've read the RFP and the Q&As for this project and it's apparent that Downey and LAC are in it together.

Also, according to your presentation the "Specific Plan...reinforces and compliments reuse, revitalization, and community health and will contribute to":

"Stronger connections with local neighborhoods"

"Promoting a family-oriented, culturally-enriched, healthy lifestyle"

"Celebration and reinforcement of Downey's and the Rancho Los Amigos South Campus'
character and history"

"Enhancement of economic development successes in the area"

Yet Downey and LAC are acting as Hollydale, the neighborhood closest too and most impacted by ALL of these projects doesn't even exist! If any of these projects are going to be successful our concerns NEED to be heard and addressed! And representatives from LAC, Downey, MTA AND South Gate need to be involved in every step of this process! I know according to Ivan it's County property and they'll do what they want with it. But I think Ivan and other public employees need to remember that it's the taxpayers who make their projects possible!

Renee Acero

5775 Roosevelt Ave

South Gate, CA 90280

DEPARTMENT OF TRANSPORTATION

DISTRICT 7 – Office of Regional Planning
100 S. MAIN STREET, MS 16
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PHONE (213) 897-9140
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*Making Conservation
a California Way of Life.*

March 13, 2019

David Blumenthal
City of Downey
11111 Brookshire Avenue
Downey, CA 9021

RE: Rancho Los Amigos South Campus Specific
Plan – Notice of Preparation (NOP)
SCH# 2019029057
GTS # 07-LA-2019-02265
Vic. LA-105/PM: R 14.086

Dear Mr. Blumenthal:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project's NOP. The goal of the Rancho Los Amigos South Campus Specific Plan (SP) is to encourage and promote economic development and revitalization to enhance the city's attractiveness to the local and regional marketplace. The SP is anticipated to remove regulatory obstacles to the reuse of existing structures and promote infill development of currently vacant and underutilized properties. The SP will facilitate and encourage enhanced commercial, retail, and mixed-use opportunities, residential development, public and open spaces, an improved pedestrian environment, and a variety of transportation choices that will enhance the potential for a multi-modal transportation center.

Caltrans has reviewed the NOP and has the following comments:

• Please Include the following items in the proposed traffic analysis:

1. Assignment of direct and cumulative trips to state facilities from project vicinity.
2. Please include the proposed project's inbound and outbound trip generation.
3. Please include the following intersections in the Traffic Impact Analysis (TIA):

On route 105: Paramount Blvd, Garfield Avenue, Lakewood Blvd. and Bellflower Blvd on- and off-ramps.

On route 710: Imperial Highway, Firestone Blvd on- and off-ramps.

4. The facilitation and encouragement of enhanced commercial, retail, and mixed-used opportunities may generate traffic that degrades the existing condition not only at the on and off-ramp and local road intersections but also on the mainline where traffic can back up and cause blockage/speed differentials. Please provide a queuing analysis at the above-mentioned Route 710 & 105 on and off-ramps

The capacity of the off ramp should be calculated by the actual length of the off-ramp between the terminuses to the gore point with some safety factor (i.e. 85% of total queue length, etc.). The existing

queue length should be calculated from traffic counts, actual signal timing and the actual percent of truck assignments with an adequate passenger car equivalent factor. The analyzed result may need to be calibrated with signal timing when necessary.

5. Use Highway Capacity Manual (HCM) 6 methodology for freeway segments and Synchro 10 for intersections. If Synchro software 10 is utilized, use existing signal timing plan to enter data for matching existing field conditions.
7. Oversaturated flow conditions should be modeled by traffic simulation.
8. Please provide threshold of significance for determination of impact on freeway and at on- and off-ramps terminal intersections.

Further information included for your consideration:

Caltrans is moving towards replacing Level of Service (LOS) with Vehicle Miles Traveled (VMT) when evaluating traffic impact. For any future project, like the proposed EIR, we encourage the Lead Agency to integrate transportation and land use in a way that reduces VMT and Greenhouse Gas (GHG) emissions by facilitating the provision of more proximate goods and services to shorten trip lengths and achieve a high level of non-motorized travel and transit use.

Caltrans recommends the Lead Agency develop a verifiable performance-based Vehicle Miles Travelled (VMT) criteria as this is required by SB 743.

If VMT methodology is being used the lead agency should refer to OPR's website guidelines in the evaluation of traffic impact:

http://opr.ca.gov/docs/Revised_VMT_CEQA_Guidelines_Proposal_January_20_2016.pdf

Caltrans seeks to promote safe, accessible multimodal transportation. Methods to reduce pedestrian and bicyclist exposure to vehicles improve safety by lessening the time that the user is in the likely path of a motor vehicle. These methods include the construction of physically separated facilities such as sidewalks, raised medians, refuge islands, and off-road paths and trails, or a reduction in crossing distances through roadway narrowing.

Caltrans recommends the project to consider the use of methods such as, but not limited to, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage and striping, be used to indicate to motorists that they should expect to see and yield to pedestrians and bicyclists. Visual indication from signage can be reinforced by road design features such as lane widths, landscaping, street furniture, and other design elements.

Storm water run-off is a sensitive issue for Los Angeles County. Please be mindful that projects should be designed to discharge clean run-off water. Discharge of storm water run-off is not permitted onto State Highway facilities without a storm water management plan.

As a reminder, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods

Mr. Blumenthal
March 13, 2019
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If you have any questions regarding these comments, please contact project coordinator Reece Allen, at reece.allen@dot.ca.gov and refer to GTS# 07-LA-2019-02265

Sincerely,

A handwritten signature in blue ink, appearing to read 'Miya Edmonson', is written over the typed name.

MIYA EDMONSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

From: mr.ron@hushmail.com [<mailto:mr.ron@hushmail.com>]

Sent: Friday, March 15, 2019 12:06 PM

To: Guillermo Arreola

Cc: Sean Ashton; Alex Saab; Rick Rodriguez

Subject: Rancho Los Amigos South Campus Plan

Guillermo,

Thank you for taking the time to speak to today regarding the planning of the proposed Rancho Los Amigos South Campus plan/project. Because my time is short, I will get to the point regarding my concerns of the proposed plan.

As I mentioned on the phone, my family and I live in the Golondrinas neighborhood, which is east of the property, just south of the Vallarta Grocery store on Imperial Highway.

One of the main concerns that we have is the potential for increased traffic and noise that is likely increase due to this project. As a way to keep the increase in traffic to a minimum, I am asking that the city upgrade and facilitate traffic to Consuelo Street, as well as opening up and upgrading Erickson Avenue. By upgrading and diverting future traffic to these streets, it will help reduce any increase in traffic to our neighborhood, which is already used by many commuters as a "by-pass" in order to avoid the heavy traffic at the Imperial Highway/Paramount Blvd intersection.

In order to reduce the noise that is likely to increase due to this projects, as well as "light pollution" from the soccer/multi-purpose fields, we are asking that the city construct these fields toward the southwest portion of the property, towards the Gardendale Street/Garfield Avenue intersection. We are also requesting that a "sound barrier" of trees be planted along the eastern side of Rives Avenue, continue along the eastern edge of the property, down to Consuelo Street.

Also, in order to make the project more neighborhood friendly, we are hoping that the city will make the project "multi-purpose" by including accommodations such as walking trails, open areas for kids and dogs to play, as well as businesses that will attract residents of the surrounding neighborhood such as a coffee shop (Coffee Bean and Tea Leaf would be great!), and maybe a restaurant or two.

I am including Councilman Sean Ashton, who is our direct representative on the City Council, as well as Councilman Alex Saab, who is the Councilman At-Large, and Mayor Rick Rodriguez, on this email.

Thank you for your time and consideration of our concerns regarding the South Campus proposal. Please include us on in further planning meetings and future opportunities to send in comments on the project.

Sincerely,

Ron and Jennifer Boren
7915 Lyndora Street
Downey, CA



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

March 15, 2019

David Blumenthal
City of Downey
City Planner
11111 Brookshire Avenue
Downey, CA 90241
Sent by email: dblumenthal@downeyca.org

RE: Rancho Los Amigos South Campus Specific Plan – Notice of Preparation, Environmental Impact Report

Dear Mr. Blumenthal:

Thank you for coordinating with the Los Angeles County Metropolitan Transportation Authority (Metro) regarding the proposed Rancho Los Amigos South Campus Specific Plan (Plan), located in the City of Downey (City). Metro is committed to working with local municipalities, developers, and other stakeholders across Los Angeles County on transit-supportive planning and developments to grow ridership, reduce driving, and promote walkable neighborhoods. Transit Oriented Communities (TOCs) are places (such as corridors or neighborhoods) that, by their design, allow people to drive less and access transit more. TOCs maximize equitable access to a multi-modal transit network as a key organizing principle of land use planning and holistic community development.

The purpose of this letter is to briefly describe the proposed Plan, based on the Notice of Preparation of the Environmental Impact Report, outline recommendations from Metro concerning issues that are germane to our agency's statutory responsibility in relation to our transit facilities and services that may be affected by the proposed Plan, and help identify opportunities in the Plan to support transit ridership.

Plan Description

The Plan encompasses approximately 171.85-acre area, generally bounded by the Imperial Highway to the north, Gardendale Street to the south, Rives Avenue to the east, and Old River School Road to the west. Within the southwest portion of the Plan area, Metro is evaluating a potential station located adjacent to Gardendale Street as part of the planned West Santa Ana Branch (WSAB) light rail transit corridor. The proposed Plan includes long-term guidance for growth and change in the Plan area to enhance the quality of life in Downey and the region. The Plan will contribute to the creation of a mixed-use, compact, and multi-modal environment. There will also be stronger connections with local neighborhoods and connectivity with mobility options. The Plan will provide support for future regional transportation and transit planning objectives. This Plan was funded by Metro's Transit Oriented Development Grant Program.

Transit Service Considerations

1. Bus Operations: Several Metro Bus Lines operate within the Plan area. To provide safe and convenient bus service, Metro recommends that the Plan include language that requires future development to inform Metro of projects in close proximity to bus stops or other bus facilities that could impact operations. The Adjacent Development Handbook provides recommendations for bus stop design and coordination needs. For streets where Metro provides bus service, Metro recommends that the City design outside right lanes to be 12 feet wide (or at minimum 11 feet wide) for bus travel.
2. Rail Operations: Metro is evaluating a potential new transit system connecting southeast Los Angeles County to downtown Los Angeles that is currently undergoing an Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) process to prepare the corridor for light rail use. As such, Metro strongly recommends that further Project design and construction plans be closely coordinated with Metro's WSAB team, www.metro.net/wsab. Please contact Meghna Khanna, Senior Director of Countywide Planning and Development, at 213-922-3931 or khannam@metro.net.
3. Future Development Adjacent to Transit: To ensure safe construction activities adjacent to future Metro facilities and avoid disruptions to transit service, Metro requests that the Plan include a provision to grant Metro review of demolition, development, and construction projects within 100 feet of Metro facilities. Metro has a similar agreement with the City of Los Angeles to ensure safe and compatible adjacency conditions between Metro transit facilities and private development.

Transit Orientation Considerations

Considering the Plan area's proximity to the proposed WSAB Gardendale Station, Metro would like to identify the potential synergies associated with transit-oriented development:

1. TOD Planning Grant: As a recipient of the Round 4 TOD Planning Grant, Metro's program requires local jurisdictions to develop and adopt transit-supportive regulations that promote equitable, sustainable, transit supportive planning to increase transit ridership. To achieve Metro's program objectives, it is strongly recommended using the transit-supportive planning Toolkit which identifies 10 elements of transit-supportive places and applied collectively has shown to reduce vehicle miles traveled by establishing community-scaled density, diverse land use mix, combination of affordable housing, and infrastructure projects for pedestrians, bicyclist, and people of all ages and abilities. This resource is available at <http://www.metro.net/projects/tod-toolkit>. Please also refer to Metro's previous comments submitted on August 3, 2018 (see attached comment letter).
2. WSAB TOD SIP: The Transit Oriented Development Strategic Implementation Plan (TODSIP), funded by an FTA grant under the Pilot Program for Transit Oriented Development, will serve the 14 communities along the future WSAB transit corridor. The primary goal of the plan is to support the WSAB communities in shaping their station areas' land use, placemaking and active transportation plans and policies, as well as economic development and governance strategies, in order to maximize the potential benefit of the transit investment and ensure that

station areas transform equitably and sustainably in the future. We recommend that the City consider the recommendations included in the TODSIP, when it is released in April of 2019, as a tool to assist the City in shaping its specific plan for the Gardendale Station Area.

3. Land Use: Metro supports development of commercial and residential properties near transit stations and understands that increasing development near stations represents a mutually beneficial opportunity to increase ridership and enhance transportation options for the users of developments. Metro encourages the City to be mindful of the proposed Gardendale Station within the Plan area and include strategies to orient pedestrian pathways towards the Station.
4. Transit Connections: Given that the Plan encompasses several Metro Bus Lines and a proposed light rail station, the Plan should include policies and/or design standards to accommodate transfer activity between bus and rail customers that will occur along the sidewalks and public spaces. Metro recently completed the Metro Transfers Design Guide, a best practice document on transit improvements. This can be accessed online at <https://www.metro.net/projects/systemwidedesign>.
5. Walkability: Metro strongly encourages the installation of wide sidewalks, pedestrian lighting, a continuous canopy of shade trees, enhanced crosswalks with ADA-compliant curb ramps, and other amenities along all public street frontages of the development site to improve pedestrian safety and comfort to access proposed and existing transit services. The City should consider requiring the installation of such amenities as part of the conditions of approval of projects within the Plan area.
6. Access: The Plan should address first-last mile connections to transit, encouraging development that is transit accessible with bicycle and pedestrian-oriented street design connecting transportation with housing and employment centers. For reference, please view the First Last Mile Strategic Plan, authored by Metro and the Southern California Association of Governments (SCAG), available on-line at: http://media.metro.net/docs/sustainability_path_design_guidelines.pdf.
7. Active Transportation: Metro encourages the City to promote bicycle use through adequate short-term bicycle parking, such as ground-level bicycle racks, as well as secure and enclosed long-term bicycle parking, such as bike lockers or a secured bike room, for guests, employees, and residents. Bicycle parking facilities should be designed with best practices in mind, including: highly visible siting, effective surveillance, easy to locate, and equipment installed with preferred spacing dimensions, so they can be conveniently accessed. Additionally, the Plan should help facilitate safe and convenient connections for pedestrians, people riding bikes, and transit users to/from the destinations within the Plan area.
8. Wayfinding: Wayfinding signage should be considered as part of the Plan to help people navigate through the Plan area to all modes of transportation. Any temporary or permanent wayfinding signage with content referencing Metro services, or featuring the Metro brand and/or associated graphics (such as bus or rail pictograms) requires review and approval by Metro Art & Design. Please contact Lance Glover, Senior Manager of Signage and Environmental Graphic Design, at 213-922-2360 or GloverL@metro.net.
9. Art: Metro Arts & Design encourages the thoughtful integration of art and culture into public spaces and will need to review any proposals for public art and/or placemaking facing Metro

ROW. Please contact Susan Gray, Director of Public Arts and Design, at 213-922-2729 or GrayS@metro.net.

10. Multi-modal Connections: With an anticipated increase in traffic, Metro encourages an analysis of impacts on non-motorized transportation modes and consideration of improved non-motorized access to the Plan area and nearby transit services, including pedestrian connections and bike lanes/paths. Appropriate analyses could include multi-modal LOS calculations, pedestrian audits, etc.
11. Parking: Metro encourages the incorporation of transit-oriented, pedestrian-oriented parking provision strategies such as the reduction or removal of minimum parking requirements for specific areas and the exploration of shared parking opportunities. These strategies could be pursued to reduce automobile-orientation in design and travel demand. For reference, please view the Transit-Supportive Planning for best practices and strategies, available on-line at: <https://metro.net/projects/TOD-toolkit/>.

In addition to the specific items outlined above, Metro would like to provide the City with a user-friendly resource, the Metro Adjacent Development Handbook (attached), which is at www.metro.net/projects/devreview/.

Metro looks forward to continuing to collaborate with the City to effectuate policies and implementation activities that promote transit oriented communities. If you have any questions regarding this response, please contact Eddi Zepeda at 213-418-3484 or by email at DevReview@metro.net, or by mail at the following address:

Metro Development Review
One Gateway Plaza MS 99-22-1
Los Angeles, CA 90012-2952

Sincerely,



Georgia Sheridan, AICP
Senior Director, Transit Oriented Communities

Attachments and links:

- Adjacent Development Handbook
- August 3, 2018 Rancho Los Amigos South Campus Specific Plan Comment Letter