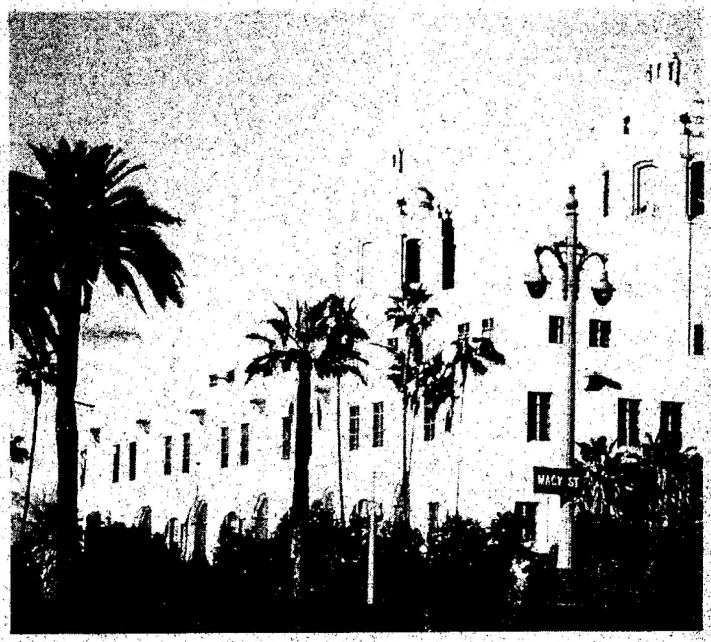
DRAFT
ENVIRONMENTAL IMPACT REPORT

ALAMEDA DISTRICT SPECIFIC PLAN

CPC No. 93-0442 (SP)
SCH. No. 94031006



CITY OF LOS ANGELES
AUGUST 1995

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PROJECT:	The proposed project is approximately 70.52 acres in size and consists of the 52.29-acre Union Station property and the 18.23-acre United States Postal Service Terminal Annex property. The project site is currently zoned [Q] M3-1. Construction of the site will be in two phases. Phase I consists of 3,362,000 square feet of new and adaptive reuse development. Phase I is comprised of 2,055,000 square feet of development on the Union Station property and 1,307,000 square feet of development on the Terminal Annex property. The Buildout Phase consists of approximately 7,500,000 square feet of new development for a total of 10,862,000 square feet of commercial office, government office, hotel and conference center, entertainment, residential, retail, and museum development.
CITY ACTION REQUESTED:	Requested entitlements may include adoption of a Specific Plan Ordinance, zone changes, General Plan Amendments, Development Agreements, and Vesting Tract Maps. Additional approvals include, but are not limited to, street vacations, conditional use permits, variances, quitclaim of easements, Cultural Heritage Commission approvals, private street dedications, related demolition, grading, and building permits, establishment of Mello-Roos Districts or other such financing districts, and other approvals required.
APPLICANTS:	Catellus Development Corporation 800 N. Alameda Street, Suite 100 Los Angeles, CA 90012 Contact: Ted Tanner Ratkovich-Villanueva Partnership 3780 Wilshire Boulevard, Suite 1100 Los Angeles, CA 90010 Contact: Clare DeBriere
DATE:	August 1995

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INTRODUCTION

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PROJECT NAME AND LOCATION

The Alameda District Specific Plan area is located in the northern portion of Downtown Los Angeles, and is bounded by Alameda Street and North Main Street on the west, Vignes Street on the north and east, and the Santa Ana Freeway (US Highway 101) and El Monte Busway on the south, within the Central City North Community Plan (CCNCP) Area. Although this process is a specific plan, the project has been commonly and historically referred to as the *Alameda District Plan* or the *ADP*. Therefore, in order to avoid confusion, hereafter this document will refer to the Specific Plan as the ADP.

PURPOSE AND SCOPE OF ENVIRONMENTAL DOCUMENT

The ADP EIR is both a Program EIR and a Project EIR as defined in Sections 15168 and 15161 of the State CEQA Guidelines. A Program EIR may be prepared on a series of actions that can be characterized as one large phased project, and are related either as logical parts in the chain of contemplated actions, or in connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program. The Program EIR approach is appropriate for the Buildout Phase of the ADP because it allows a comprehensive consideration of the reasonably anticipated scope of the project in the absence of specific development proposals and will serve as the base document should any future environmental review be necessary for development of the future phases.

The EIR is also a Project EIR for purposes of environmental analysis of Phase I of the ADP. A Project EIR examines the environmental effects of a specific development program. The Project EIR process is appropriate for Phase I because it analyzes the environmental effects of specific project proposals, which include the detailed level of information for Phase I development of the ADP.

This EIR serves as the primary environmental compliance document for entitlement decisions regarding Phase I development and total buildout of the proposed project by the City of Los Angeles and other regulatory jurisdictions. It is anticipated that upon certification of this EIR, no additional CEQA review will be required for the adoption of the Alameda District Plan and related actions, including implementation of Phase I; additional review may be required for implementation of the Buildout Phase.

Other agencies with discretionary authority over some aspect of the project are defined in CEQA as responsible agencies (Section 15381 of the State CEQA Guidelines). Such agencies may also use this EIR in their consideration of the project. These agencies may include, but are not limited to:

- Los Angeles County Metropolitan Transportation Authority
- South Coast Air Quality Management District
- Southern California Association of Governments

ENVIRONMENTAL EQUIVALENCY

The proposed Alameda District Plan permits mixed uses including office, residential, retail, hotel, theater, stadium and entertainment uses. It thus permits the project proponents, within the constraints and parameters established by the Plan, to respond to the needs and demands of the Southern California economy. In order to ensure flexibility for the future, and to ensure that the mix of uses analyzed is the maximum envelope consideration of uses, the Project/Program EIR considers a high impact component, office, as constituting the majority of new space. The project proponents contemplate, however, that other uses permitted by the ADP may be substituted for portions of the office component, if appropriate, in the future.

Accordingly, to ensure that potential environmental impacts of any such project modifications have been adequately analyzed, while at the same time providing flexibility, the ADP Specific Plan incorporates an Equivalency Review Process. This review process establishes an impact ratio, utilizing the proposed project uses as the base, to compare quantifiable environmental impacts.

The equivalency review process assumes that the maximum thresholds of environmental impact which are analyzed, mitigated and addressed by this document are not exceeded. Modification to the proposed project would require review and approval, supported by technical data as necessary, by the appropriate City departments. Modifications that exceed a threshold which is analyzed, mitigated and addressed by this EIR would require additional environmental analysis. This process will be regulated by the ADP Specific Plan ordinance.

In addition, any mitigation measure and timing thereof, subject to the approval of the City, which will have the same or superior result and will have the same or superior effect on the environment may be substituted for mitigation measures discussed herein.

SECTION I
SUMMARY OF PROPOSED PROJECT

SECTION I
SUMMARY OF PROPOSED PROJECT

A. OVERVIEW

The proposed project is approximately 70.5-acres in size and consists of two components: the 52.3-acre Union Station property in the southern portion of the ADP area and the 18.2-acre United States Postal Service Terminal Annex property located in the northern portion. Cesar E. Chavez Avenue bisects the two properties.

The ADP is intended to re-zone the area to allow for a mix of uses in a greater density than currently exists. Buildout Phase of the ADP represents potential development that could occur within the next two decades. Distribution and intensity of these land uses is based on market information; only the total entitlement of each phase is set under the ADP. Maximum anticipated densities have been assigned for the range of uses expected to be developed under the ADP, in accordance with the maximum average Floor Area Ratio (FAR) over the entire site, which will not exceed 4.0.

Proposed Actions

In order to implement the ADP development, the applicant is requesting several land use actions by the City of Los Angeles. These requested entitlements are described as follows:

Specific Plan. Adoption of a Specific Plan which would set development standards for the site. A Specific Plan is consistent with the intent of the Central City North Community Plan (CCNCP), most recently amended in January 1988, which states that a Specific Plan should be undertaken for "Union Station, a portion of the Government Support area in the area generally bounded by Alameda Street, Vignes Street, Macy Street (now Cesar E. Chavez Avenue), the Los Angeles River, and Ducommon Street."

Zoning. A new ADP Zone, as proposed by the Specific Plan, will replace the existing zoning designation ([Q]M3-1) and Height District (No. 1). The proposed zoning will allow such uses as commercial and government offices, hotels, conference center, residential, retail, and related entertainment activities.

General Plan Amendments. General Plan Amendments to amend the Central City North Community Plan (CCNCP) Text and Map are proposed to modify the planned land use, and incorporate the ADP Specific Plan by reference. Additionally, the map and text will be modified, and a footnote will be added. Furthermore, according to California Government Code Section 65460, no Specific Plan may be adopted unless the proposed ADP is consistent with the general plan. Therefore, the proposed amendments in this section must be adopted by the City of Los Angeles prior to the adoption of the ADP.

Development Agreements. Development Agreements between the City of Los Angeles and the two applicants may be requested as part of the project. These agreements would further govern the implementation of the project.

Vesting Tract Maps. Vesting Tentative Maps for the land division of the property are proposed in order to create separate parcels for development. This is necessary to ensure orderly and regulated phased development over the entire ADP area.

Other Discretionary and Ministerial Actions. Additional approvals include, but are not limited to, street vacations, conditional use permits, variances, quitclaim of easements, Cultural Heritage Commission approvals, private street dedications, related demolition, grading, and building permits, establishment of Mello-Roos Districts or other financing district or mechanisms, and other approvals required or requested.

Other agencies with discretionary authority over some aspect of the project are defined in CEQA as responsible agencies (Section 15381 of the State CEQA Guidelines). Such agencies may also use this EIR in their consideration of the project. These agencies may include, but are not limited to:

- Los Angeles County Metropolitan Transportation Authority
- South Coast Air Quality Management District
- Southern California Association of Governments

Project Background

The applicant submitted an Initial Study and Checklist to the City of Los Angeles on December 20, 1993 describing the potentially significant environmental impacts associated with the proposed project. From this Initial Study and Checklist, the City (as the Lead Agency for the project) determined that an Environmental Impact Report (EIR) would be prepared to analyze the following areas of potential environmental impacts:

- Land Use
- Aesthetics
- Archeological/ Paleontological/ Historical Resources
- Traffic/Access/Parking
- Employment/Housing/Population
- Air Quality (construction and operation) /Meteorology
- Noise (construction & operation)
- Geologic Hazards/Grading
- Surface Water Runoff/Hydrology
- Risk of Upset
- Artificial/Natural Light
- Public Services
- Energy
- Utilities

Areas that were considered not potentially significant include:

- Plant Life
- Animal Life
- Natural Resources
- Human Health

On February 1, 1994 a Notice of Preparation (NOP) was circulated for 30 days ending on March 1, 1994. The NOP provides potentially affected agencies, and the public, notice that an EIR is going to be prepared on a proposed project and gives a description of that project. The NOP requests responses by those contacted about the potentially significant issues created by the proposed project which will then be addressed during development of the EIR. Responses to the NOP letters were received from the following agencies and can be found in their entirety in Appendix B:

City of Los Angeles

- Department of Transportation
- Fire Department
- Bureau of Engineering, Wastewater Division
- Bureau of Engineering, Project Management Division
- Department of Water and Power, Environmental Services and Planning
- Department of Water and Power, Water Operating Division

State of California

- California Department of Transportation (CALTRANS)
- Public Utilities Commission
- Governor's Office of Planning and Research

Regional Agencies

- Southern California Association of Governments (SCAG)
- Los Angeles Unified School District

CEQA

This Environmental Impact Report addresses the ADP together with the associated Specific Plan Ordinance, implementing amendments to the CCNCP, and amendments to portions of the Planning and Zoning Code of the Los Angeles Municipal Code. All subsequent references to the ADP in this document are intended to refer to the Alameda District Specific Plan itself as well as General Plan Amendments, Zone Changes, and any other related entitlements including but not limited to Development Agreements, Vesting Tract Maps, Conditional Use Permits, and the like. The EIR has been prepared in compliance with all applicable provisions of the "City of Los Angeles Guidelines for the Implementation of the California Environmental Quality Act" (City CEQA Guidelines) and the State CEQA Guidelines.

The purpose of this EIR is to provide objective planning information to assist the City Council, the Planning Commission, City Staff, and the public-at-large in their consideration of the environmental implications of the proposed Specific Plan program. The public review period is intended to allow any and all interested jurisdictions, agencies, private organizations, and individuals to submit comments regarding the Specific Plan program, its prospective impacts, and/or the EIR. Following the public review period, the City will prepare the Final EIR which will include responses to comments raising issues relative to the ADP or the EIR, so that the City's decision makers will be fully apprised of the entire range of view points concerning the environmental impacts of the Specific Plan program.

Area(s) Of Concern

Most concerns raised by the agencies responding to the NOP letters addressed issues which needed to be analyzed during preparation of the Draft EIR. Concerns raised in agency responses included potential impacts to fire services, sewer generation, transportation, rail construction, schools, and jobs and housing. In addition, subsequent communications raised issues concerning air quality and cultural resources during preparation of the Draft EIR.

Alternatives to the Proposed Project

The alternatives considered pursuant to CEQA are: 1) No Project; 2) More Housing; 3) Sports Arena/ Urban Entertainment Complex/Housing; 4) Community Plan; 5) Reduced Density; 6) Land Use/Transportation Policy; and 7) Alternate Site Location. Six of the identified alternatives present a reasonable range of development scenarios at the project site. The seventh alternative considers development at four other potential locations. The methodology for establishing the alternatives was

to consider reasonable alternatives that either: 1) reflected no change (Alternative 1- No Project); 2) represented a range of intensities (Alternatives 2, 3 and 5); or 3) represented the application of certain existing City policies (Alternatives 4 and 6). The alternatives are listed below.

1) **No Project** - The No Project alternative is required by Section 15126.d.2 of CEQA and assumes that project development does not occur.

2) **More Housing** - an adjusted land use mix to accommodate additional residential uses within a similar intensity project context. (3.57:1 FAR)

3) **Sports Arena/Urban Entertainment Complex/Housing** - an adjusted land use mix to incorporate a 600,000 square foot sports arena, an urban entertainment complex and additional housing (3.57:1 FAR)

4) **Community Plan** - development generally in conformance with existing CCNCP, resulting in significant change in land use mix and an overall 16 percent reduction in development density (3:1 FAR)

5) **Reduced Density** - a reduced development intensity reflecting a 44 percent reduction (2:1 FAR) with no demolition of any contributing and significant of historic structures.

6) **Land Use/Transportation Policy** -- development in conformance with City of Los Angeles Land Use-Transportation Policy generally representing a higher intensity project (40%) with increased emphasis on hotel and residential uses (5:1 FAR)

7) **Alternate Site Location** -- development of the project, essentially as proposed, at an alternate site location, possibly one of four other sites identified (3.57:1 FAR)

B. SUMMARY TABLE OF IMPACTS AND MITIGATION MEASURES

Information in the Table 1 presents a summary of the environmental impacts discussed in Section IV. The Summary Table presents: 1) environmental impacts; 2) potential level of significance without mitigation; 3) recommended mitigation measures; and 4) the level of significance after implementation of the mitigation measures.

TABLE 1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

	Environmental Impact	Level of Significance w/o Mitigation		Mitigation Measures	Level of Significance w/ Mitigation
A.	**LAND USE**				
Phase I					
A.1	Implementation of the project will require approval of a Specific Plan (including accompanying zoning and height district changes), General Plan amendments, possible development agreements for both the Terminal Annex and Union Station ownerships, vesting tract maps, and other incidental, discretionary actions. These actions will incorporate development standards and design guidelines. Phase I development must be consistent with the Specific Plan and, therefore, will have no significant impact on applicable land use plans and policies.	LS	A.1	No mitigation is recommended, as the Specific Plan is expected to result in a beneficial effect through implementation of programmed improvements. On an ongoing basis, the City will review building plans for consistency with the Specific Plan.	LS
A.2	Land use compatibility is primarily determined by the sensitivity of one land use to the characteristics associated with another land use (i.e., activity, noise, density, and appearance). Therefore, other sections of this EIR which analyze these environmental changes are relevant to the analysis of land use compatibility. Project approvals will incorporate development standards and design guidelines of the Specific Plan; and, therefore, Phase I development will have no significant impacts in terms of functional or physical compatibility with the surrounding community, other than those addressed in other sections of this EIR.	LS	A.2	Mitigation measures B.1 through M.4.5, as identified in the other sections of this EIR. No additional mitigation is recommended, as the ADP is expected to result in a beneficial effect through implementation of programmed improvements. On an ongoing basis, the City will review building plans for consistency with the ADP.	LS

S = Significant **LS = Less Than Significant** **SU = Significant Unavoidable Impact Requiring a "Statement of Overriding Considerations" Prior to Project Approval**

TABLE 1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

	Environmental Impact	Level of Significance w/o Mitigation		Mitigation Measures	Level of Significance w/ Mitigation
Buildout Phase					
A.3	Implementation of the ADP will require approval of a Specific Plan (including accompanying zoning and height district changes), General Plan amendments, possible development agreements for both the Terminal Annex and Union Station ownerships, vesting tract maps, and other incidental, discretionary actions. These actions will incorporate development standards and design guidelines. Buildout Phase development must be consistent with the Specific Plan; and, therefore, Buildout Phase development will have no significant impact on applicable land use plans and policies.	LS	A.3	No mitigation is recommended, as the ADP is expected to result in a beneficial effect through implementation of programmed improvements. On an ongoing basis, the City will review building plans for consistency with the ADP.	LS
A.4	Land use compatibility is primarily determined by the sensitivity of one land use to the characteristics associated with another land use (i.e., activity, noise, density, and appearance). Therefore, other sections of this EIR which analyze these environmental changes are relevant to the analysis of land use compatibility. Project approvals will incorporate development standards and design guidelines of the Specific Plan; and, therefore, Buildout Phase development will have no significant impacts in terms of functional or physical compatibility with the surrounding community, other than those addressed in other sections of this EIR.	LS	A.4	Mitigation measures B.1 through M.4.5, as identified in the other sections of this EIR. No additional mitigation is recommended, as the ADP is expected to result in a beneficial effect through implementation of programmed improvements. On an ongoing basis, the City will review building plans for consistency with the ADP.	LS

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B. AESTHETICS			
Phase I			
B.1.1 Phase I development will modify the on-site visual character and is considered a significant impact.	S	Compliance with the Historic Resources, Parks and Open Space, and Urban Design Elements of the ADP will reduce, but not eliminate, significant viewshed and on-site character impacts. Additional mitigation measures are not feasible.	SU
B.1.2 Alteration of the viewshed from the intersection of Alameda and Los Angeles Streets is considered a significant impact.	S		
B.1.3 Obstruction of views of the Union Station Passenger Terminal from the south and southwest is considered a significant viewshed impact.	S		
Buildout Phase			
B.2.1 Depending on the ultimate number, size, and location of buildings developed under Buildout Phase of the ADP, important views of both the Terminal Annex Building and the Union Station Passenger Terminal could be partially framed or obstructed, with viewshed impacts considered significant.	S	Compliance with the Historic Resources, Parks and Open Space, and Urban Design Elements of the ADP will reduce, but not eliminate, significant viewshed and on-site character impacts. Additional mitigation measures are not feasible.	SU
B.2.2 Buildout Phase development will modify the on-site visual character of the site and is considered a significant impact.	S		

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Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
C.1 ARCHEOLOGICAL RESOURCES **Phase I and Buildout Phase** C.1.1 In the absence of mitigation, excavation for development (proposed under the ADP) to depths of 30 feet could cause a significant impact in the form of a loss of as-yet-unrecorded archeological deposits and remains. Significant archeological resources on the project site could include remains from the prehistoric, protohistoric, and historic periods.	S	In order to mitigate identified potentially significant impacts to less than significant levels, the following mitigation measures will be required during all construction of new development under the ADP. The measures listed below will allow for the recovery of archeological remains, should any additional remains be encountered by excavation in the ADP area, along with associated geologic and geographic site data, these should then be preserved in a museum repository, where they would be available for future study by qualified investigators. As appropriate, these measures shall be conducted prior to and during excavation for subterranean structures below the artificial fill. With the exception of laboratory tasks and reporting requirements, no mitigation measures will be required after excavation has been completed. Mitigation recommendations are offered as options subject to implementation, depending upon whether or not significant cultural resources are actually encountered, once ground-breaking begins. The most appropriate forms of cultural resources mitigation, as a means of ameliorating the potential adverse impacts resulting from proposed construction on the ADP, involve both additional archival work and fieldwork.	LS

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Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
		Pre-Construction C.1.1.a Prior to the initiation of construction, a written historical reconstruction of each specific location shall be conducted, utilizing maps, photographs, census data, etc. Such additional research should be conducted on a building-site-by-building-site basis, as development is proposed over an extended period of time and some areas are not proposed for new construction. A record of historical reconstruction should include information obtained from sources including, but not limited to, the following data: maps, property ownership, street locations, street addresses, directories, and census information. Historical reconstruction for the entire area is currently underway by the Chinese Historical Society of Southern California and by staff members of El Pueblo de los Angeles Historic Park. To the extent feasible, this work can be comparatively evaluated with the ADP area to contribute to the historical construction for the project site. Once a written historical reconstruction has been completed for the specific construction location, the archival mitigation requirement should be considered as satisfied; and all following mitigation steps, as necessary, lie within the realm of fieldwork.	

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		Construction C.1.1.b Archaeological monitoring of all subsurface excavation shall be required within the potentially significant historic and prehistoric stratigraphic levels to ensure that no cultural resources are buried under existing development contained within the project property. Below these levels, once sterile soil is encountered and it can be determined that no stratigraphically lower levels masked by thin sterile deposits exist, archaeological monitoring should not be necessary. If such monitoring of the cultural levels (i.e., the fill brought in to cover the old pre-construction surface, the surface itself, and any historic and/or prehistoric cultural levels below it) indicates the absence of significant archaeological deposits, then mitigation of adverse impacts has been achieved in that location, and no additional archaeological work is necessary.	

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Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
		C.1.1.c In the event that potentially significant cultural resources are encountered during the course of construction, all development must cease in the immediate area of the cultural resources until the cultural resources are properly assessed and subsequent recommendations are determined by a qualified archaeologist. This measure is designed to prevent any cultural resources from being damaged and/or destroyed during project development. In addition, the designated depository, as well as the applicant's archaeologist, must be notified immediately if subsurface cultural materials are discovered. If monitoring reveals problematic archaeological deposits, then additional mitigation steps may be required. Such steps include test excavations to reveal whether such deposits are significant or insignificant. If they are determined to be of little or no significance, then no additional archaeological work is necessary. However, if such deposits are determined to be significant, then salvage excavation of a representative sample might be required. Such decisions can only be made on a case-by-case basis depending upon the specific stratigraphic situation discovered for each proposed construction location.	

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Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
		C.1.1.d Demolition of existing structures or pavements and controlled removal of at least 10, and possibly up to 15, vertical feet of overburden may be necessary prior to actual initiation of any intensive archaeological mitigation work. This is recommended over costly and redundant archaeological test excavations via deep exploratory trenching at the outset, which could miss deeply buried deposits of limited horizontal extent. At minimum, a physical inspection of any and all historic or prehistoric archaeological deposits must be made prior to a determination of significance. Badly disturbed deposits may require test excavation for determination of significance. Such inspection or testing can only be made if archaeological monitoring is conducted concomitantly with initial grading. Only if such deposits can be determined significant should they be mitigated through archaeological salvage excavations. C.1.1.e Artifacts determined to be prehistorically or historically significant should be preserved and provided to the designated depository for research purposes.	

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Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
C.2 PALEONTOLOGICAL RESOURCES			
Phase I and Buildout Phase			
C.2.1 Significant environmental impacts on the paleontologic resources of high and moderate importance in the ADP area could arise from Phase I excavation below the artificial fill for subterranean structures and unauthorized fossil collecting by construction personnel, and could result in the disturbance or loss of fossil remains, previously unrecorded fossil sites, and associated geologic and geographic site data. These impacts will occur throughout the ADP area during any Phase I or Buildout construction.	S	The measures listed below will allow for the recovery of fossil remains, should any additional remains be encountered by excavation in the ADP area, and associated geologic and geographic site data, and for their preservation in a museum repository, where they would be available for future study by qualified investigators. As appropriate, these measures shall be conducted prior to and during excavation for subterranean structures below the artificial fill.	LS

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Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
		Pre-Construction C.2.1.a Prior to any earth-moving activity in the ADP area, the applicant shall retain the services of a qualified vertebrate paleontologist approved to manage a paleontologic resource impact mitigation program. The contracted person or firm shall have experience in conducting similar programs in areas underlain by rock units containing large and small land mammal remains. C.2.1.b The program manager shall prepare a treatment plan with a discovery clause to allow for the salvage and treatment of an unusually large or productive fossil occurrence that cannot be recovered and/or processed without diverting personnel from monitoring. The treatment plan shall specify the procedures and costs involved with rock sample recovery, processing, and sorting; or large specimen recovery, preparation, and stabilization; and identification, cataloguing, curation, and storage of such an occurrence. The discovery clause shall specify when and how the treatment plan would be initiated.	

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Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
		Construction C.2.1.c A field supervisor, in consultation with a qualified paleontologist, shall monitor excavation on a part-time basis once excavation has encountered the alluvium below the artificial fill. If fossil remains are uncovered by excavation, monitoring shall be increased during excavation. C.2.1.d Monitoring shall consist of examining excavations and spoils for larger fossil remains, and test screening spoils for smaller fossil remains. If larger fossil remains are encountered by earth moving, the field supervisor shall have the authority to temporarily divert earth moving around the fossil site until the remains have been examined, their importance determined, the remains removed, if warranted, and earth moving allowed to proceed through the site. To ensure earth moving is not delayed, the field supervisor, if warranted, shall have the earth-moving contractor assist in moving the remains to an adjacent location for later transport to a museum or laboratory facility.	

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		C.2.1.e The field supervisor shall instruct construction personnel on their responsibilities and the procedures to be implemented if fossil remains are encountered when the monitor is not onsite. C.2.1.f If fossil remains are encountered, earth moving shall be diverted around the fossil site until the field supervisor or paleontologist has been called to the site and examined the remains, determined their importance, removed the remains, if warranted, and allowed earth moving to proceed through the site. C.2.1.g If smaller fossil remains are found by test screening, the monitor shall flag the fossiliferous spoils to ensure they are not disturbed by earth moving, evaluate the spoils by additional test screening, and, if determined sufficiently productive, recover a sample (not to exceed 6,000 pounds) of the spoils or undisturbed sediment at the fossil site for processing. To ensure earth moving is not delayed, the monitor, if warranted, shall have the earth-moving contractor assist in moving the sample to an adjacent location for later transport to a museum or laboratory facility.	

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		C.2.1.h Any fossil site discovered as the result of monitoring shall be plotted on a map of the ADP area. C.2.1.i Following the completion of monitoring, any fossil remains or fossiliferous rock sample shall be provided to a museum or laboratory facility for processing, sorting, preparation, stabilization, identification, curation, and preparation of findings describing the scientific importance of any recovered fossil remains. The specimens and associated geologic and geographic site data shall be placed in a museum collection for permanent storage.	
C.2.2 Environmental impacts associated with excavation in the artificial fill would be less-than-significant because the artificial fill is unfossiliferous.	LS	No Mitigation is Required.	LS

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C.3 Historical Resources **Phase I and Buildout Phase** C.3.1 The demolition called for by Phase I at Union Station constitutes a significant adverse effect.	S	There is a potential significant adverse impact expected from rehabilitation work on existing historic structures which can be avoided if it conforms to the Standards. Furthermore, demolition of a portion of Union Station and proposed new development will constitute significant adverse effects, and therefore under Phase I of the ADP the following measures shall be implemented. C.3.1.a Rehabilitation work during Phase I of the proposed project shall conform to the "Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings." C.3.1.b All historic buildings or portions of historic buildings to be removed shall be documented with black and white archival photographs showing all views plus significant exterior and interior architectural or construction details, keyed to a map of the site. This documentation shall include large format photography and measured drawings. The photographs and plans prepared as mitigation should be submitted to the Los Angeles Conservancy and the Planning Department for inclusion in their architectural and cultural resource surveys.	SU

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		C.3.1.c The Historic Preservation Element shall include design guidelines to ensure the compatibility of new construction with the historic character of Terminal Annex and Union Station and provide appropriate open space.	
C.3.2 The proposed new construction in Phase I substantially impairs the integrity of Union Station and will, therefore, constitute a significant adverse effect.	S	C.3.2 Mitigation Measures C.3.1.a, C.3.1.b and C.3.1.c shall be implemented for the Buildout Phase of the proposed project.	SU
C.3.3 Additional new construction and demolition at Union Station, and additional new construction at Terminal Annex, in the Buildout Phase will constitute a significant adverse effect.	S	C.3.3 Mitigations Measures C.3.1.a, C.3.1.b and C.3.1.c shall also be implemented for the Buildout Phase of the proposed project.	SU

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Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
D.1 TRAFFIC **Phase I**			
D.1.1 *Roadway Impact on Hill Street North of College Street.* Significant link impacts on Hill Street north of College Street in both peak periods. The south-bound a.m. peak hour V/C would increase by 0.058 from 0.936 to 0.994, with LOS remaining at E. The northbound p.m. peak hour V/C would increase by 0.056 from 0.800 to 0.856, changing LOS from C to D.	S	D.1.1.a Implement the planned conversion of College Street to one-way eastbound, and Alpine Street to one-way westbound, to form a one-way couplet between Hill Street and Alameda Street. The Chinatown Citizen's Advisory Committee currently views the couplet as a temporary installation during construction of the Pasadena Blue Line, whereas LADOT considers the couplet will be needed as a permanent installation because of reduced street capacity resulting from construction of the Blue Line.	SU

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		D.1.1.b Increase the peak hour target mode-split for transit and rideshare an additional five percent over the mode-split assumptions for Phase I of the ADP, as shown in Table 36. This will decrease the number of vehicle trips generated, and reduce project impacts. This will be accomplished through the comprehensive Transportation Demand Management Program (which will aggressively promote transit and rideshare use, and through performance monitoring of mode-splits for the ADP development program.) Implementation of Mitigation Measure D.1.1.a together with D.1.1.b would reduce the project impact to a less than significant level in the a.m. peak hour, but not to a less than significant level in the p.m. peak hour.	SU
D.1.2 *Roadway Impact on Broadway South of the I-5 Freeway.* Significant link impacts on Broadway south of the 1-5 Freeway in both peak periods. The southbound a.m. peak hour V/C would increase by 0.037 from 0.911 to 0.948 with LOS remaining at E. The northbound p.m. peak hour V/C would increase by 0.051 from 0.902 to 0.953 with LOS remaining at E.	S	D.1.2 Mitigation Measure D.1.1.b shall be implemented to reduce impacts, but not to a less than significant level.	SU

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	Environmental Impact	Level of Significance w/o Mitigation		Mitigation Measures	Level of Significance w/ Mitigation
D.1.3	*Roadway Impact on North Main South of the I-5 Freeway.* Significant link impact on N. Main Street south of the I-5 Freeway in the a.m. peak hour only. The southbound V/C would increase by 0.032, from 1.051 to 1.083 with LOS remaining at F.	S	D.1.3	Mitigation Measure D.1.1.b shall be implemented to reduce impacts, but not to a less than significant level.	SU
D.1.4	*Roadway Impact on Los Angeles Street south of Aliso.* Significant link impact on Los Angeles Street south of Aliso in the p.m. peak period only. The northbound V/C would increase by 0.034, from 0.889 to 0.923, changing the LOS from D to E.	S	D.1.4	Mitigation Measure D.1.1.b shall be implemented to reduce impacts, but not to a less than significant level.	SU
D.1.5	*Roadway Impact on Center Street at Jackson.* Significant link impacts on Center Street south of Jackson in both peak periods. In the a.m. peak period the northbound increase in V/C would be 0.210, from 0.575 to 0.785, changing the LOS from A to C, and the southbound V/C would increase by 0.035, from 0.975 to 1.010, changing the LOS from E to F. In the p.m. peak period, the northbound V/C would increase by 0.113, from 0.750 to 0.863, changing the LOS from C to D; and the southbound V/C would increase by 0.057, from 0.775 to 0.833, changing the LOS from C to D.	S	D.1.5	Mitigation Measure D.1.1.b shall be implemented to reduce impacts, but not to a less than significant level.	SU

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	Environmental Impact	Level of Significance w/o Mitigation		Mitigation Measures	Level of Significance w/ Mitigation
D.1.6	*Roadway Impact on College Street east of Hill Street.* Significant link impacts on College Street east of Hill Street in both peak periods. The eastbound a.m. peak hour V/C would increase by 0.173, from 0.906 to 1.080, changing the LOS from E to F. The westbound p.m. peak hour V/C increase would be 0.152, from 0.625 to 0.777, changing the LOS from B to C.	S	D.1.6	Mitigation Measure D.1.1.a shall be implemented to reduce impacts to a less than significant level.	LS
D.1.7	*Roadway Impact on Alpine east of Broadway.* Significant link impact on Alpine east of Broadway in the p.m. peak hour. The eastbound V/C would increase by 0.047, from 0.766 to 0.813 with LOS changing from C to D, and the westbound V/C would increase by 0.063, from 0.781 to 0.844, changing the LOS from C to D.	S	D.1.7	Mitigation Measure D.1.1.a shall be implemented to reduce impacts to a less than significant level.	LS
D.1.8	*Intersection Impact at Alameda and Aliso.* Significant impact at the intersection of Alameda and Aliso in the p.m. peak hour only. The V/C ratio would increase by 0.050, from 0.926 to 0.976, while LOS would remain at E.	S	D.1.8	Restripe the northbound approach to add an exclusive right-turn lane. This may require a small amount of right-of-way acquisition along the east side of Alameda Street.	LS

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	Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
D.1.9	*Intersection Impact at Alameda and Los Angeles.* Significant impact at the intersection of Alameda and Los Angeles in both peak periods. The a.m. peak V/C would increase by 0.075, from 0.799 to 0.874, changing LOS from C to D. The p.m. peak V/C would increase by 0.224, from 0.722 to 0.946, changing the LOS from C to E.	S	D.1.9.a Widen the northbound approach to add an exclusive right-turn lane. D.1.9.b Restripe the westbound approach (the exit driveway at Union Station) to provide one exclusive left-turn lane, one shared through left lane, and one shared through/right lane. Implementation of this measure along with Mitigation Measures D.1.9.a would reduce the impact to a less than significant level in the a.m. peak hour, but not to a less than significant level in the p.m. peak hour. The impact in the p.m. peak hour would be a significant unavoidable impact. This intersection would, however, operate at an acceptable level of service (LOS D) in the p.m. peak.	SU
D.1.10	*Intersection Impact at Alameda Street and Cesar E. Chavez.* Significant impact at the intersection of Alameda and Cesar E. Chavez in the p.m. peak period only. The p.m. peak V/C would increase by 0.140, from 0.806 to 0.946, changing LOS from D to E.	S	D.1.10 Widen the northbound approach to add an exclusive right-turn lane. This would reduce this impact to a less than significant level in the a.m. peak hour but not to a less than significant impact in the p.m. peak hour. The impact in the p.m. peak hour would be a significant unavoidable impact. This intersection would, however, operate at an acceptable level of service (LOS D) in the p.m. peak.	SU

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Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
D.1.11 *Intersection Impact at Alameda and Alpine.* Significant impact at the intersection of Alameda and Alpine in the p.m. peak hour only. The V/C would increase by 0.065, from 0.771 to 0.836, changing the LOS from C to D.	S	D.1.11 Restripe the northbound approach Alameda Street from two to three northbound through lanes between N. Main Street and Alpine Street, and for one left-turn lane, two through lanes and one through/right turn lane on the northbound intersection approach.	LS
D.1.12 *Intersection Impact at Vignes and Cesar E. Chavez.* Significant impact at the intersection of Vignes and Cesar E. Chavez in both peak periods. The a.m. peak V/C would increase by 0.060, from 0.784 to 0.844, changing the LOS from C to D. The p.m. peak V/C would increase by 0.055, from 0.922 to 0.977, with LOS remaining at E.	S	D.1.12.a Implement dual left-turn lanes on Cesar E. Chavez Avenue in each direction, and widen east side of Vignes Street to add a northbound right-turn lane. This improvement is already planned as part of the Gateway Center but is not scheduled to be implemented until needed, or by the year 2010.	SU
		D.1.12.b Mitigation Measures D.1.1.b and D.1.12.a shall be implemented to reduce the project impact to a less than significant level in the p.m. peak hour, but not to a less than significant level in the a.m. peak hour. In the a.m. peak hour this impact is considered a significant unavoidable impact, although the intersection would continue to operate at LOS D.	SU

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Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
D.1.13 *Intersection Impact at Mission and Cesar E. Chavez.* Significant impact at the intersection of Mission and Cesar E. Chavez in the a.m. peak period only. The V/C would increase by 0.025, from 0.956 to 0.976, with LOS remaining at E.	S	D.1.13.a Widen and restripe the southbound approach to provide one exclusive right-turn lane, one shared through/right lane and one exclusive through lane and one exclusive left-turn lane. This will more evenly distribute the capacity of the available lanes. A small amount of right-of-way will be required to implement this mitigation.	SU
		D.1.13.b Mitigation Measure D.1.1.b shall be implemented to reduce project impact. Implementation of Mitigation Measures D.1.1.b and D.1.13.a would reduce this impact but not to a less than significant level. The project impact is considered a significant and unavoidable project impact, although the impact would be only slightly over the threshold of significance, and the intersection would continue to operate at LOS E.	SU
D.1.14 *Freeway Impact on US-101 west of Mission.* Significant freeway impact on US-101 west of Mission in both peak periods. The a.m. peak V/C would increase by 0.029, from 1.044 to 1.073, while LOS would remain at F. The p.m. peak V/C would increase by 0.028, from 1.153 to 1.181, with LOS remaining at F.	S	D.1.14 Mitigation Measure D.1.1.b shall be implemented to reduce impacts, but not to a less than significant level.	SU

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	Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
D.1.15	*Freeway Impact on SR-110 between Hill Street and Solano.* Significant freeway impact on SR-110 between Hill Street and Solano, in the p.m. peak only. The northbound V/C would increase by 0.026, from 1.049 to 1.075, with LOS remaining at F.	S	D.1.15 Mitigation Measure D.1.1.b shall be implemented to reduce impacts, but not to a less than significant level.	SU
D.1.16	*Ramp Impact on Vignes Street eastbound on-ramp to US-101.* Significant ramp impact on the Vignes Street eastbound on-ramp to US-101 in the p.m. peak hour only. The V/C would increase by 0.134, from 1.047 to 1.181, with LOS remaining at F.	S	D.1.16 Mitigation Measure D.1.1.b shall be implemented to reduce impacts, but not to a less than significant level.	SU
D.1.17	*CMP Impact on US-101 at Los Angeles.* Significant impact on the US-101 at Los Angeles Street in the p.m. peak hour only. The southbound V/C would increase by 0.025, from 1.436 to 1.461, with LOS changing from F(2) to F(3).	S	D.1.17 Mitigation Measure D.1.1.b shall be implemented to reduce impacts, but not to a less than significant level.	SU
D.1.18	*CMP Impact on SR-110 south of US-101.* Significant impact on the SR-110 south of US-101 in the p.m. peak hour only. The V/C would increase by 0.021 northbound, from 1.453 to 1.473, with LOS remaining at F (3).	S	D.1.18 Mitigation Measure D.1.1.b shall be implemented to reduce impacts, but not to a less than significant level.	SU
D.1.19	*CMP Impact on 1-5 at Stadium Way.* Significant impact on the I-5 at Stadium Way in the a.m. peak period only. The a.m. peak hour V/C would increase by 0.020 southbound, from 1.436 to 1.456, with LOS changing from F(2) to F(3).	S	D.1.19 Mitigation Measure D.1.1.b shall be implemented to reduce impacts, but not to a less than significant level.	SU

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Buildout Phase			
D.1.20 *Roadway Impacts on Hill Street north of College.* Significant link impacts on Hill Street north of College in both peak periods. The southbound a.m. peak hour V/C would increase by 0.083 from 1.021 to 1.105, with LOS remaining at F. The northbound p.m. peak hour V/C would increase by 0.062 from 0.872 to 0.934, changing LOS from D to E.	S	D.1.20 Mitigation Measure D.1.21 shall be implemented to reduce impacts to a less than significant level.	LS
D.1.21 *Roadway Impacts on Broadway south of the I-5.* Significant link impacts on Broadway south of the I-5 Freeway in both peak periods. The southbound a.m. peak hour V/C would increase by 0.074 from 1.013 to 1.087 with LOS remaining at F. The northbound p.m. peak hour V/C would increase by 0.138 from 1.004 to 1.1.42 with LOS remaining at F.	S	D.1.21 Alternative Mitigations: A. Applicant Proposed - Provide reversible flow traffic lanes along this section of North Broadway between Avenue 18 and the northbound I-5 ramps. This would provide for four southbound and two northbound traffic lanes in the a.m. peak hour, and the reverse configuration of four northbound lanes and two southbound lanes in the p.m. peak hour. This could be achieved by configuring the street such that either left-turns continue to be allowed or that left-turns are prohibited during peak periods. Peak period on-street parking restrictions would be required during both peak periods (compared to the current parking restrictions of only one direction in each peak period).	LS

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Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
		B. LADOT Preferred - Providing additional turn lanes at the intersections of Broadway and the I-5 Freeway ramps, instead of reversible lanes along the street. The rationale for this concept is that the key capacity constraints are in these intersections rather than Broadway itself.	LS
D.1.22 *Roadway Impact on Broadway south of Sunset.* Significant link impact on Broadway south of Sunset in the p.m. peak hour only. The northbound increase in V/C would be 0.030, from 1.013 to 1.043, with LOS remaining at F.	S	D.1.22 Mitigation Measure D.1.41 shall be implemented to reduce impacts to a less than significant level.	LS
D.1.23 *Roadway Impact on North Spring north of Sotello.* Significant link impact on North Spring north of Sotello in both peak periods. The southbound a.m. peak hour V/C would increase by 0.120, from 0.863 to 0.983, changing the LOS from D to E. The northbound p.m. increase in V/C would be 0.127, from 0.767 to 0.894, changing the LOS from C to D.	S	D.1.23 Widen North Spring to add a central left-turn lane. This provides a refuge for turning traffic and enhances the capacity of the through lanes (by an estimated 10%). This mitigation measure would be implemented as right-of-way becomes available in the corridor. Implementation of this mitigation measure would reduce this impact but not to a less than significant level. It would remain an unavoidable significant impact, although North Spring Street would operate at LOS E in the a.m. peak and LOS D in the p.m. peak.	SU

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D.1.24 *Roadway Impact on North Main Street south of 1-5.* Significant link impact on North Main Street south of the I-5 Freeway in the a.m. peak hour only. The southbound V/C would increase by 0.039, from 1.186 to 1.225, with LOS remaining at F.	S	D.1.24 Mitigation Measure D.1.21 shall be implemented to reduce impacts to a less than significant level.	LS
D.1.25 *Roadway Impact on Alameda Street south of Temple.* Significant link impact on Alameda Street south of Temple in both directions in the p.m. peak period. The northbound V/C would increase by 0.035, from 1.360 to 1.395, with LOS remaining at F; and the southbound V/C would increase by 0.060, from 0.827 to 0.887, with LOS remaining at D.	S	D.1.25 Improve Alameda Street from a four-lane to a six-lane street between Temple and First Streets. This would require widening of the roadway on either side. The widening on the east side may in the future be implemented in association with other development projects, such as the Mangrove Project and the First Street South Project. There are no current plans to widen on the west side of Alameda Street. This mitigation would provide for the project to contribute its fair-share portion to this improvement of Alameda Street at such time as the right-of-way became available for roadway widening.	LS
D.1.26 *Roadway Impact on Los Angeles Street south of Aliso.* Significant link impact on Los Angeles Street south of Aliso in the p.m. peak period only. The northbound V/C would increase by 0.045, from 1.009 to 1.054, with LOS remaining at F.	S	D.1.26 Mitigation Measure D.1.41 shall be implemented to reduce impacts to a less than significant level.	LS

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D.1.27 *Roadway Impact on Los Angeles Street south of Temple.* Significant link impact on Los Angeles Street south of Temple in both peak periods. The southbound a.m. peak hour V/C would increase by 0.021, from 1.027 to 1.048, with LOS remaining at F; the northbound p.m. peak hour V/C would increase by 0.044, from 0.867 to 0.911, with LOS changing from D to E.	S	D.1.27 No feasible physical mitigation was identified for this impact. This impact would be a significant and unavoidable impact.	SU
D.1.28 *Roadway Impacts on Center Street south of Jackson.* Significant link impacts on Center Street south of Jackson in both peak periods. In the a.m. peak period the northbound increase in V/C would be 0.645, from 0.625 to 1.270, changing the LOS from B to F, and the southbound V/C would increase by 0.085, from 1.075 to 1.160, with the LOS remaining at F. In the p.m. peak period, the northbound V/C would increase by 0.253, from 0.825 to 1.078, changing the LOS from D to F; and the southbound V/C would increase by 0.280, from 0.850 to 1.130, changing the LOS from D to F.	S	D.1.28 Center Street is identified as a major arterial in the City's General Plan, although it is only built to collector street standards. However, widening of the street is not currently feasible due to adjacent land uses. The project will contribute its fairshare portion to roadway widening to major highway standards at the appropriate time as right-of-way becomes available.	LS
D.1.29 *Roadway Impacts on Mission Road north of Cesar E. Chavez Avenue.* Significant link impact on Mission Road north of Cesar E. Chavez in the a.m. peak hour only. The southbound a.m. peak hour V/C would increase by 0.020, from 0.978 to 0.998, with LOS remaining at E.	S	D.1.29 Mitigation Measure D.1.39 shall be implemented to reduce impacts to a less than significant level.	LS

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D.1.30 *Roadway Impacts on College Street east of North Spring.* Significant link impacts on College Street east of North Spring, in both peak periods. The eastbound a.m. peak hour V/C would increase by 0.538, from 0.225 to 0.763, changing the LOS from A to C. The eastbound p.m. peak hour V/C would increase by 0.250, from 1.000 to 1.250, changing the LOS from E to F.	S	D.1.30 Provide for a curbed two-lane roadway with sidewalks, and stripe the roadway for multiple lanes on the approaches to the intersections at either end of this segment.	LS
D.1.31 *Intersection Impact at Alameda and Aliso.* Significant impact at the intersection of Alameda and Aliso in both peak periods. The a.m. peak hour V/C ratio would increase by 0.079, from 0.631 to 0.710 changing the LOS from B to C. The p.m. peak hour V/C ratio would increase by 0.117, from 1.021 to 1.138, while LOS would remain at F.	S	D.1.31.a Restripe the northbound approach to add an exclusive northbound right-turn lane. This may be accomplished by restriping the roadway, but may require a small amount of right-of-way acquisition along the east side of Alameda Street. D.1.31.b Widen the westbound approach to add a westbound right-turn lane. This may require a small amount of right-of-way acquisition along the north side of Commercial Street. Implementation of this measure along with Mitigation Measure 3.1.31.a would reduce this impact to a less than significant level.	LS
D.1.32 *Intersection Impact at Alameda and Arcadia.* Significant impact at the intersection of Alameda and Arcadia in the p.m. peak hour only. The V/C would increase by 0.042, from 0.739 to 0.781, with LOS remaining at C.	S	D.1.32 Mitigation Measure D.1.41 shall be implemented to reduce impacts to a less than significant level.	LS

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D.1.33 *Intersection Impact at Alameda and Cesar E. Chavez.* Significant impact at the intersection of Alameda and Cesar E. Chavez in both peak periods. The a.m. peak V/C would increase by 0.104, from 0.775 to 0.879, changing the LOS from C to D. The p.m. peak V/C would increase by 0.135, from 0.897 to 1.032, changing LOS from D to F.	S	D.1.33 Widen the northbound approach on Alameda Street on the east side to add an exclusive right-turn lane. Implementation of this measure along with Mitigation Measure D.1.41 would reduce the a.m. peak hour impact at this location but would not reduce it to a less than significant level. This would remain a significant unavoidable impact, although the intersection would continue to operate at LOS D. Implementation of both mitigation measures would reduce the p.m. hour to a less than significant level.	SU
D.1.34 *Intersection Impact at North Main and Cesar E. Chavez.* Significant impact at the intersection of N. Main and Cesar E. Chavez in the p.m. peak period. The p.m. peak hour V/C would increase by 0.088, from 0.716 to 0.804, changing the LOS from C to D.	S	D.1.34 Mitigation Measure D.1.41 shall be implemented to reduce impacts, but not to a less than significant level. This impact would be a significant and unavoidable impact although the intersection would continue to operate at LOS D.	SU
D.1.35 *Intersection Impact at North Main and Vignes.* Significant impact at the intersection of N. Main and Vignes in both peak periods. The a.m. peak V/C would increase by 0.061, from 0.746 to 0.807, changing the LOS from C to D. The p.m. peak V/C would increase by 0.017, from 0.931 to 0.948, with LOS remaining at E.	S	D.1.35 Widen the northbound approach of North Main Street on the east side to add an exclusive northbound left turn lane.	LS

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Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
D.1.36 *Intersection Impact at Alameda and Alpine.* Significant impact at the intersection of Alameda and Alpine in both peak periods. The a.m. peak hour V/C would increase by 0.076, from 0.634 to 0.710, changing the LOS from B to C. The p.m. peak hour V/C would increase by 0.064, from 0.867 to 0.931, changing the LOS from D to E.	S	D.1.36 Restripe the northbound approach of Alameda Street from two to three northbound through lanes between North Main Street and Alpine Street, and the intersection approach for one left, two through and one through/right-lane. Implementation of this mitigation measure would not reduce this impact to a less than significant level in the a.m. peak hour, although the LOS would remain at C. Implementation of this mitigation measure would reduce the p.m. hour impact at this location to a less than significant level.	SU
D.1.37 *Intersection Impact at Vignes and Cesar E. Chavez.* Significant impact at the intersection of Vignes and Cesar E. Chavez in both peak periods. The a.m. peak V/C would increase by 0.096, from 0.849 to 0.945, changing the LOS from D to E. The p.m. peak V/C would increase by 0.107, from 0.894 to 1.001, changing the LOS from D to F.	S	D.1.37 Mitigation Measure D.1.41 shall be implemented to reduce project impacts. Implementation of Mitigation Measure D.1.41 would not reduce this impact in the a.m. peak hour, but would reduce the p.m. peak hour impact to a less than significant level. The impact in the a.m. peak hour would be a significant unavoidable impact. This intersection would, however, operate at an acceptable LOS E.	SU

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TABLE 1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
D.1.38 *Intersection Impact at Vignes and Ramirez.* Significant impact at the intersection of Vignes and Ramirez in both peak periods. The a.m. peak V/C would increase by 0.188, from 0.635 to 0.823, changing the LOS from B to D. The p.m. peak V/C would increase by 0.106, from 0.802 to 0.908, with the LOS changing from D to E.	S	D.1.38 Significant roadway and intersection improvements are currently being implemented at this location as part of the Gateway Center Project, including the realignment of Vignes Street and the Vignes Street freeway ramps, as well as signalization and improvements to the intersection. No additional feasible physical mitigations have been identified for this intersection, as the intersection would operate at LOS D in the a.m. peak hour and LOS E in the p.m. peak hour. While Mitigated Measure D.1.41. may reduce this impact, it will not reduce it to a less than significant level.	SU

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
D.1.39 *Intersection Impact at Mission and Cesar E. Chavez.* Significant impact at the intersection of Mission and Cesar E. Chavez in both peak periods. The a.m. peak hour V/C would increase by 0.042, from 1.059 to 1.101, with LOS remaining at F. The p.m. peak hour V/C would increase by 0.044, from 0.809 to 0.853, with LOS remaining at D.	S	D.1.39 Widen and restripe the southbound approach to provide one exclusive right-turn lane, one shared through/right-lane and one exclusive through lane and one exclusive left-turn lane. This will more evenly distribute the capacity of the available lanes. A small amount of right-of-way will be required to implement this mitigation. Implementation of this mitigation measure along with Mitigation Measure D.1.41 would reduce this impact to a less than significant level in the a.m. peak period, and would reduce the impact, but not to a less than significant level in the p.m. peak period. The p.m. peak hour impact is considered a significant and unavoidable project impact, although the intersection would continue to operate at LOS D during the p.m. peak hour.	SU
D.1.40 *Intersection Impact at Hewitt/Commercial and SB-101 ramp.* Significant impact at the intersection of Hewitt/Commercial and SB-101 ramp in the p.m. peak only. The V/C would increase by 0.049, from 0.813 to 0.862, with LOS remaining at D.	S	D.1.40 Mitigation Measure D.1.41 shall be implemented to reduce impact to a less than significant level. On roadways adjacent to the project site, the property owner will be required by the City of Los Angeles to make any necessary right-of-way dedications and curb relocations such that the streets meet city standards for dimensions of major and	LS

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
		secondary highways. The following streets are affected. Alameda Street between the El Monte Busway and North Main Street; Cesar E. Chavez Avenue between Alameda Street and the railroad bridge; North Main Street between Alameda Street and Vignes Street; and Vignes Street between North Main Street and the railroad bridge. Alameda Street, Vignes Street and Cesar E. Chavez Avenue are all major highways, for which the requirement is an 80-foot curb-to-curb width in a 100-foot right-of-way. North Main Street is a secondary highway, for which the requirement is a 66-foot curb-to-curb width in an 86-foot right-of-way (and 70-foot curb-to-curb flare section in 90-foot right-of-way on approaches to a major highway). Appropriate dedications and improvements should be made by the project sponsor to the half-width of each street as adjacent parcels are developed. Such actions should be coordinated with the mitigation measures previously identified.	

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TABLE 1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
D.1.41 *Freeway Impact on US-101 west of Mission.* Significant freeway impact on US-101 west of Mission in both peak periods. The northbound a.m. peak hour V/C would increase by 0.057, from 1.099 to 1.156, while LOS would remain at F. The southbound p.m. peak hour V/C would increase by 0.062, from 1.213 to 1.275, while LOS would remain at F.	S	D.1.41 No feasible mitigation measure has been identified for the northbound direction of this impact. Therefore, the impact on the northbound direction would be considered a significant, unavoidable impact. Improve Commercial Street east of Alameda Street and extend east of Center Street on a new bridge structure over the Los Angeles River to connect to Mission Road at the I-5/I-10 on-ramps. Commercial Street between Alameda Street and Vignes Street would continue to operate as a two-way street. East of Vignes Street, Commercial Street would be a one-way, eastbound roadway with two or three traffic lanes. This mitigation measure would also incorporate the relocation of the eastbound US-101 off-ramp from Hewitt Street to Vignes Street and the removal of the eastbound on-ramp at Hewitt Street. Both these ramp modifications are proposed as part of a realignment project for US-101 at this location by Caltrans. This proposed mitigation measure would also involve the removal of the eastbound on-ramp at Vignes Street, as this move would be provided for by the new Commercial Street Extension and use of the on-ramps from Mission Road which could be served by the Commercial Street Extension. This mitigation measure may also	SU (N/B) LS (S/B)

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
		This project, which is identified in the Downtown Los Angeles Strategic Plan, would significantly improve regional traffic in this freeway corridor, as well as mitigating project impacts. By removing a number of on and off-ramps in a short distance of freeway, merge/weave conflicts would be significantly reduced. By providing an extension of the Aliso Street frontage road from downtown all the way to the direct access ramps from Mission Road to the I-10 eastbound and US-101 southbound on-ramps, this improvement would allow traffic heading east and south to enter the freeway system outside of the I-10/US-101 interchange, significantly easing congestion on the US-101 in front of Union Station. This roadway would also provide relief to Cesar E. Chavez Avenue eastbound in the vicinity of Union Station and Terminal Annex in the p.m. peak, as it would provide an alternative route for traffic from downtown to the Mission Road/Cesar E. Chavez Avenue intersection.	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
		As this would be a major improvement project to the regional transportation infrastructure, with benefits accruing well beyond ADP project traffic, it is not expected that the ADP would construct this project. Rather, the ADP could provide a fair-share contribution to the cost. Also incorporated as a part of this mitigation measure would be the provision of a two-way two-lane tunnel beneath US-101 from Commercial Street northward to connect to the P-1 Garage Level at Union Station, with access to the public parking, as well as the taxi and shuttle bus concourse proposed in the ADP. This facility would provide a direct route to primarily serve eastbound access to Union Station (from the downtown and the west), and eastbound egress from Union Station (for example, to the eastbound I-10 and southbound US-101). This could avoid otherwise circuitous routes through the front and rear of Union Station.	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
		In addition to mitigating ADP impacts at a number of locations, this improvement would also reduce the volume of general traffic accessing the transit facilities through the front of Union Station, by providing a more direct access route, which would be particularly advantageous for taxis and shuttle buses. This improvement could be implemented in conjunction with the freeway realignment in front of Union Station currently proposed by Caltrans. Again, because this improvement would provide significant regional transportation benefit, beyond mitigation of ADP impacts, it is not expected that it would be implemented by the ADP, but rather the ADP would contribute to the cost of the project on a fair-share basis. Implementation of this mitigation measure would reduce the mainline freeway impact to a less than significant level in the southbound direction.	
D.1.42 *Freeway Impact on SR-110 north of Hill Street.* Significant freeway impact on SR-110 north of Hill Street in the p.m. peak period only. The northbound V/C would increase by 0.031, from 1.099 to 1.130, while LOS would remain at F.	S	D.1.42 Mitigation Measures D.1.21 and D.1.23 shall be implemented to reduce impacts to a less than significant level.	LS

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
D.1.43 *Freeway Impact on I-5 from Broadway to SR-110.* Significant freeway impact on I-5 from Broadway to SR-110 in both peak periods. The southbound a.m. peak hour V/C would increase by 0.037, from 1.498 to 1.535, while LOS would remain at F. In the p.m. peak hour, the northbound V/C would increase by 0.027, from 1.269 to 1.296; and the southbound V/C would increase by 0.020, from 1.205 to 1.225, with LOS remaining at F in both cases.	S	D.1.43 No feasible physical mitigation measures have been identified for this impact. This is considered a significant and unavoidable impact.	SU
D.1.44 *Ramp Impact on the Vignes Street eastbound on-ramp to US-101.* Significant ramp impact on the Vignes Street eastbound on-ramp to US-101 in the p.m. peak hour only. The V/C would increase by 0.273, from 1.133 to 1.407, with LOS remaining at F.	S	D.1.44 Mitigation Measure D.1.41 shall be implemented to reduce impacts to a less than significant level.	LS

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	Environmental Impact	Level of Significance w/o Mitigation		Mitigation Measures	Level of Significance w/ Mitigation
D.1.45	*CMP Impact on the US-101 Freeway at Los Angeles Street.* Significant impact on the US-101 Freeway at Los Angeles Street in the p.m. peak hour only. The southbound V/C would increase by 0.030, from 1.499 to 1.529, with LOS remaining at F(3).	S	D.1.45	No feasible physical mitigation have been identified for this impact. This impact is considered a significant and unavoidable impact. At these locations the only way to add capacity to the freeway would be to add lanes. No currently planned projects of this type, nor any feasible way of widening the freeway at these locations, have been identified. Moreover, mitigation measures to increase roadway capacity would be counterproductive to the greater use of transit for both the ADP and the downtown area in general. However, the City of Los Angeles intends to apply CMP credits from its citywide pool towards the ADP. The City has also anticipated that the ADP itself will generate substantial CMP credits through both the land use program and the transportation mitigation program.	SU
D.1.46	*CMP Impact on the US-101 Freeway at Santa Monica Boulevard.* Significant impact on the US-101 Freeway at Santa Monica Boulevard in both peak periods. The southbound a.m. peak hour V/C would increase by 0.025, from 1.389 to 1.414 with LOS remaining at F(2). The northbound p.m. peak hour V/C would increase by 0.025, from 1.109 to 1.134, with LOS remaining at F(0).	S	D.1.46	Refer to Mitigation Measure D.1.45.	SU

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Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
D.1.47 *CMP Impact on the SR-110 Freeway south of US-101.* Significant impact on the SR-110 Freeway south of US-101 in the p.m. peak hour only. The northbound V/C would increase by 0.023, from 1.515 to 1.538, with LOS remaining at F(3).	S	D.1.47 Refer to Mitigation Measure D.1.45.	SU
D.1.48 *CMP Impact on the I-5 Freeway at Stadium Way.* Significant impact on the I-5 Freeway at Stadium Way in both peak periods. The southbound a.m. peak hour V/C would increase by 0.034, from 1.499 to 1.533, with LOS remaining at F(3), while the northbound p.m. peak hour V/C would increase by 0.035, from 1.389 to 1.424, with LOS remaining at F(2).	S	D.1.48 Refer to Mitigation Measure D.1.45.	SU
D.1.49 *CMP Impact on the 1-10 Freeway at Budlong Avenue.* Significant impact on the I-10 Freeway at Budlong Avenue in both peak periods. The eastbound a.m. peak hour V/C would increase by 0.027, from 1.053 to 1.080, with LOS remaining at F(0) and the westbound p.m. peak hour V/C would increase by 0.028, from 1.499 to 1.527, with LOS remaining at F(3).	S	D.1.49 Refer to Mitigation Measure D.1.45.	SU
D.1.50 *CMP Impact on the I-10 east of the Los Angeles City Limit.* Significant impact on the I-10 east of the Los Angeles City limit in the p.m. peak hour only. The eastbound p.m. peak hour V/C would increase by 0.021, from 1.110 to 1.131, with LOS remaining at F(0).	S	D.1.50 Refer to Mitigation Measure D.1.45.	SU

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Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
D.1.51 *CMP Impact on the I-10 at Atlantic Boulevard.* Significant impact on the I-10 Freeway at Atlantic Boulevard in both peak periods. The westbound a.m. peak hour V/C would increase by 0.020, from 1.499 to 1.519, with LOS remaining at F(3) and the eastbound p.m. peak hour V/C would increase by 0.020, from 1.609 to 1.629, with LOS remaining at F(3).	S	D.1.51 Refer to Mitigation Measure D.1.45.	SU
D.2 PARKING **Phase I and Buildout Phase** No significant impacts are projected.	LS	No significant parking impacts are projected for either Phase I or Buildout Phase, therefore, no mitigation measures are proposed. The plan's parking supply and on-site parking management program, in coordination with the plan's mode split and transit use policies, will serve to both provide the right amount of parking without discouraging or preventing transit use, and to provide for the efficient use of the on-site parking supply.	LS
D.3 ACCESS **Phase I** There would be no significant Phase I impacts.	LS	No Mitigation is Required.	LS
Buildout Phase There would be no significant Buildout Phase impacts.	LS	No Mitigation is Required.	LS

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
E.1 EMPLOYMENT **Phase I**			
E.1.1 Construction of Phase I is expected to create 3,500 direct jobs and 7,000 indirect/induced construction jobs. In view of the high rate of unemployment and job loss in the regional construction industry sector during the recession, this number of job opportunities created by the ADP would not be considered a significant adverse impact.	LS	E.1.1 Phase I of the ADP would not cause a substantial alteration of the location, distribution, density or growth rate of employment planned for the area as specified in the applicable City and regional plans, nor would it conflict with any adopted City or regional employment growth policies. Rather, it: (i) concentrates growth in the City's most highly urbanized regional center, which also features the region's most extensive inter-modal transportation hub; (ii) would support the creation of a large number of new jobs (direct, indirect and induced, construction-related and permanent) that is consistent with applicable City and regional employment growth plans and policies; and (iii) it would include housing, retail, entertainment, and office uses all in the same project (i.e., mixed-use). Therefore, employment that could be accommodated by Phase I of the ADP would not cause any significant adverse impacts within the meaning of CEQA, and no mitigation is required or recommended.	LS

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

	Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
E.1.2	Construction employee earnings associated with Phase I are estimated to total $314.7 million (1994 $), of which about 40 percent is attributable to direct construction jobs and the other 60 percent to indirect/induced construction jobs.	LS	Refer to Mitigation Measure E.1.1.	LS
E.1.3	Construction-related regional economic output within Los Angeles County that is associated with construction of Phase I is estimated to total $1.045 billion (1994 $), of which the cost of construction represents 45 percent.	LS	Refer to Mitigation Measure E.1.1.	LS
E.1.4	Phase I will result in about 2,051 direct, net new jobs. This number of jobs is within SCAG's employment forecast for Los Angeles County and the City of Los Angeles Subregion, and is therefore consistent with the adopted regional growth forecast in the Regional Comprehensive Plan, including its Growth Management and Employment Chapters. It would also be consistent with the City's General Plan, the Central City North Community Plan, and the Land/Use Transportation Policy, in that it concentrates future growth around the Union Station regional transportation hub.	LS	Refer to Mitigation Measure E.1.1.	LS
E.1.5	Employee earnings from on-going operation of Phase I are estimated to total $123.9 million (1994 $), with about two-thirds of this attributable to direct employees and one-third to indirect/induced employees.	LS	Refer to Mitigation Measure E.1.1.	LS

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Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
E.1.6 Regional economic output associated with on-going operation of Phase I is estimated to total $252 million, 45 percent of which is attributable to employee earnings.	LS	Refer to Mitigation Measure E.1.1.	LS
Buildout Phase E.1.7 Construction of the Buildout Phase is expected to create about 10,800 direct jobs and 19,600 indirect/induced construction jobs. In view of the high rate of unemployment and job loss in the regional construction industry sector during the recession, this number of job opportunities created by the ADP would not be considered a significant adverse impact.	LS	E.1.7 The Buildout Phase of the ADP would not cause a substantial alteration of the location, distribution, density or growth rate of employment planned for the area as specified in the applicable City and regional plans, nor would it conflict with any adopted City or regional employment growth policies. For the aforementioned reasons, employment that could be accommodated by the Buildout Phase of the ADP would not cause any significant adverse impacts within the meaning of CEQA, and no mitigation is required or recommended.	LS
E.1.8 Construction employee earnings associated with the Buildout Phase are estimated to total $876.2 million (1994 $), of which about 40 percent is attributable to direct construction jobs and the other 60 percent to indirect/induced construction jobs.	LS	Refer to Mitigation Measure E.1.7.	LS
E.1.9 Construction-related regional economic output within Los Angeles County that is associated with construction of the Buildout Phase is estimated to total $2.806 billion (1994 $), of which the cost of construction represents 45 percent.	LS	Refer to Mitigation Measure E.1.7.	LS

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	Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
E.1.10	The Buildout Phase is estimated to result in about 4,298 direct, net new jobs. This number of jobs is within SCAG's employment forecast for Los Angeles County and the City of Los Angeles Subregion, and is therefore consistent with the adopted regional growth forecast in the Regional Comprehensive Plan, including its Growth Management and Employment Chapters. It would also be consistent with the City's General Plan, the Central City North Community Plan, and the Land/Use Transportation Policy, in that it concentrates future growth around the Union Station regional transportation hub.	LS	Refer to Mitigation Measure E.1.7.	LS
E.1.11	Employee earnings from on-going operation of the Buildout Phase are estimated to total $267.9 million (1994 $), with about half of this attributable to direct employees and half to indirect/induced employees.	LS	Refer to Mitigation Measure E.1.7.	LS
E.1.12	Regional economic output associated with on-going operation of the Buildout Phase is estimated to total $604 million (1994 $), 45 percent of which is attributable to employee earnings.	LS	Refer to Mitigation Measure E.1.7.	LS

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Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
E.2 HOUSING			
Phase I			
E.2.1 Although Phase I of the ADP will not cause any direct housing impacts, it may result in an indirect impact depending upon the individual locational decisions made by an estimated 2,051 net new employees. Given the variety of transportation options available to ADP employees, such that they can locate throughout the southern California area, and in light of the large number of vacant units within a mile of planned regional transportation system stations, any such housing demand is considered insignificant.	LS	E.2.1 There is no housing development included in the first Phase of the ADP and the potential indirect demand for housing associated with direct, net new Phase I employees would be equivalent to less than one percent of the projected housing stock growth in the County between 1990 and 2000. Therefore, Phase I would not cause a substantial alteration of the location, distribution, density or growth rate of housing planned for the area as specified in the applicable City and regional plans, nor would it conflict with any adopted City or regional housing growth policies. Therefore, Phase I of the ADP would not cause any significant housing impacts within the meaning of CEQA, and no mitigation is required or recommended.	LS

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Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
Buildout Phase			
E.2.2 The Buildout Phase of the ADP includes construction of 300 new dwelling units. This amount of housing is within SCAG's employment forecast for Los Angeles County and the City of Los Angeles Subregion, and is therefore consistent with the adopted regional growth forecast in the Regional Comprehensive Plan, including its Growth Management Chapter.	LS	E.2.2 Neither the 300 units to be included in the Buildout Phase of the ADP, nor the indirect demand for housing associated with net new employees, would cause a substantial alteration of the location, distribution, density or growth rate of housing planned for the area as specified in the applicable City and regional plans, nor would it conflict with any adopted City or regional housing growth policies. For the aforementioned reasons, the Buildout Phase of the ADP would not cause any significant impacts within the meaning of CEQA, and no mitigation is required or recommended.	LS
E.2.3 The ADP may result in an indirect housing impact depending upon the individual locational decisions made by an estimated 4,298 net new employees. Given the variety of transportation options available to ADP employees, such that they can locate throughout the southern California area, and in light of the large number of vacant units within a mile of planned regional transportation system stations, any such housing demand is considered insignificant.	LS	Refer to Mitigation Measure E.2.2.	LS

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Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
E.3 POPULATION **Phase I**			
E.3.1 Although the ADP will not cause any direct population impacts, it may result in an indirect impact depending upon the individual locational decisions made by an estimated 2,051 net new employees. Given the variety of transportation options available to ADP employees, such that they can locate throughout the Southern California area, any such population impact is considered insignificant.	LS	E.3.1 There is no housing development included in the first Phase of the ADP and the potential indirect demand for housing associated with direct, net new Phase I employees would be equivalent to less than 1 percent of the projected housing stock growth in the County between 1990 and 2000. Therefore, Phase I would not cause a substantial alteration of the location, distribution, density or growth rate of the population planned for the area as specified in the applicable City and regional plans, nor would it conflict with any adopted City or regional housing growth policies. Therefore, Phase I of the ADP would not cause any significant population impacts within the meaning of CEQA, and no mitigation is required or recommended.	LS

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Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
Buildout Phase			
E.3.2 The Buildout Phase of the ADP includes construction of 300 new dwelling units, which implies a residential population of 501 people. This additional population, assuming it has not already been accounted for in the regional growth forecast, is within SCAG's employment forecast for Los Angeles County and the City of Los Angeles Subregion, and is therefore consistent with the adopted regional growth forecast in the Regional Comprehensive Plan, including its Growth Management Chapter. It is also within the maximum population provided for in the City's Central City North Community Plan.	LS	E.3.2 Neither the 300 units to be included in the Buildout Phase of the ADP, nor the indirect demand for housing associated with net new employees, would cause a substantial alteration of the location, distribution, density or growth rate of population planned for the area as specified in the applicable City and regional plans, nor would it conflict with any adopted City or regional housing growth policies. For the aforementioned reasons, the Buildout Phase of the ADP would not cause any significant impacts within the meaning of CEQA, and no mitigation is required or recommended.	LS
E.3.3 The Buildout Phase may also result in an indirect population impact depending upon the individual locational decisions made by an estimated 4,298 net new employees. Given the variety of transportation options available to ADP employees, such that they can locate throughout the southern California area, any such impact is considered insignificant.	LS	Refer to Mitigation Measure E.3.2.	LS

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F.1 AIR QUALITY **Phase I**			
F.1.1 Construction of Phase I, without mitigation, will result in significant emissions of CO, ROC, NO_x and PM10. These emissions will result from employee vehicle trips, heavy duty truck trips, service truck trips, diesel powered equipment, demolition activities, earthmoving/grading, and painting and coating operations. Excavation of contaminated soil or demolition of buildings containing asbestos could, without mitigation, temporarily expose workers to significant toxic emissions.	S	F.1.1.a Prior to issuance of a grading permit, the project proponent shall demonstrate to the City of Los Angeles the actions that will be taken to comply with SCAQMD Rule 402, which requires that there be no dust impacts offsite sufficient to cause a nuisance, and SCAQMD Rule 403, which restricts visible emissions from construction. Specific measures will include moistening soil prior to grading, daily watering of exposed surfaces or treating with soil conditioner to stabilize the soil; washing truck tires and covering loads of dirt transported offsite; cessation of grading during periods of high winds over 25 miles per hour, and paving, coating or seeding graded areas at the earliest possible time after soil disturbance. F.1.1.b All construction equipment will be maintained in peak operating condition so as to reduce operational emissions.	SU

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

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		F.1.1.c Equipment will use low-sulfur diesel fuel. F.1.1.d Electric equipment will be used to the maximum extent feasible. F.1.1.e Trucks will limit idling. F.1.1.f To the maximum extent feasible, construction activities that affect traffic flow will be restricted to off-peak hours, i.e. between 7:00 p.m. and 6:00 a.m. and between 10.:00 a.m. and 3:00 p.m. F.1.1.g Contractors will be required to provide assistance to long term construction workers in finding carpools or alternate transportation. F.1.1.h Haul truck routes and staging areas shall avoid residential streets, and to the extent feasible, streets adjacent to local schools. F.1.1.i Construction workers will be advised of protective apparatus to wear when there is a potential for exposure to odors or from asbestos or other toxics during demolition. F.1.1.j Soil remediation programs shall be designed to minimize the release of air contaminants.	

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			F.1.1.k Project design will include pre-coated or uncoated materials for exterior surfaces to the extent feasible.	
			F.1.1.l Project design will include low-emitting interior coatings to the maximum extent feasible.	
F.1.2	Operation of Phase I will, without mitigation, result in significant emissions of CO, NO_x, and ROC. These emissions will result from motor vehicles, boilers used to heat and cool the buildings, and natural gas consumption.	S	F.1.2.a Project design will incorporate energy-saving features throughout the project, including low-emission water heaters, central water heating systems, and built-in energy efficient appliances.	SU
			F.1.2.b Parking and pedestrian areas will be planted with trees to insure shading and prevent heat buildup.	
			F.1.2.c Building managers to the greatest extent possible will assist local tenants comply with SCAQMD Regulation XV, as applicable.	

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Buildout Phase			
F.1.3 Buildout Phase construction impacts cannot be determined precisely at this time because timelines for construction are not known. However, because motor vehicle emissions are declining each year through replacement of older vehicles with cleaner vehicles equipped with stricter CARB emissions controls, emissions per vehicle will be lower. Nevertheless, it is assumed that construction of the Buildout Phase, without mitigation, will result in significant increases in CO, ROC, NO_x and PM10. Excavation of contaminated soil or demolition of buildings containing asbestos could, without mitigation, temporarily expose workers to significant toxic emissions.	S	F.1.3 Implementation of Mitigation Measures F.1.1.a through F.1.1.l for the Buildout Phase will reduce construction emissions, but emissions, while unknown at this time, could be significant after mitigation.	SU
F.1.4 Buildout Phase operation will, without mitigation, result in significant increases in regional emissions of CO, ROC, and NOx. These emissions will result from motor vehicles, boilers used to heat and cool the buildings, and natural gas consumption.	S	F.1.4.a Project design will incorporate energy-saving features throughout the project, including low-emission water heaters, central water heating systems, and built-in energy efficient appliances. F.1.4.b Parking and pedestrian areas will be planted with trees to insure shading and prevent heat buildup. F.1.4.c Building managers to the greatest extent feasible will assist local tenants comply with SCAQMD Regulation XV, as applicable.	SU

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F.2 METEOROLOGY (WIND)			
Phase I			
F.2.1 Phase I development will increase the effective wind speeds (from 8 mph to 9 mph and 10 mph) at 15 locations throughout, or adjacent to, the site. The 15 locations include both existing and proposed structures. These wind speeds are greater than what would be comfortable for outdoor dining (7 mph) but less than what is uncomfortable for leisurely walking and strolling (11 mph). Although significant impacts are not identified for proposed uses, should any stationary uses such as outdoor dining be proposed, a significant impact could occur prior to mitigation with wind screening measures.	S	F.2.1 Should Phase I result in significant impacts to outdoor dining, seating, or similar stationary uses, the project shall incorporate wind screening measures such as shrubs, screens, and lattices. Wind screening should be designed to be most effective in reducing local wind speeds generated from southwest winds, the prevailing winds.	LS
Buildout Phase			
F.2.2 Buildout Phase of the proposed project could increase the effective wind speeds from 8 to 10 mph for five different hypothetical conditions. These wind speeds are greater than what would be comfortable for outdoor dining (7 mph), but less than what is uncomfortable for leisurely walking and strolling (11 mph). Although significant impacts are not identified for proposed uses, should any stationary uses such as outdoor dining be proposed, a significant impact could occur prior to mitigation without wind screening measures or proper orientation and location.	S	F.2.2 Should Buildout Phase of the project result in significant impacts to outdoor dining, seating, or similar use, mitigation measure F.2.1 shall also be implemented as necessary for Buildout Phase of the proposed project.	LS

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Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
F.2.3 For one hypothetical condition, the effective wind speed is expected to increase to 12 mph (Point H6), which would be uncomfortable for strolling. If such an orientation were considered, this would be a significant impact prior to mitigation.	S	F.2.3.a Where feasible, closely spaced (100 feet or less), similar sized high-rise development shall be configured in order to mitigate any significant impacts from wind speeds exceeding 11 mph. F.2.3.b If mitigation measure F.2.3.a cannot be incorporated into the future project design and a closely spaced northeast/southwest orientation of similar sized buildings is incorporated into project Buildout Phase, then wind speeds exceeding 11 mph should be reduced through screening, including, but not limited to, the closely packed grouping of uniformly sized trees with dense foliage.	LS
G. NOISE **Phase I** G.1 Although Phase I construction impacts are not expected to be significant given the lack of noise sensitive uses in the project vicinity, construction would result in audible short-term increases in existing noise levels. Such increases would be reduced through compliance with the City of Los Angeles Noise Ordinance (adopted January 1973, as amended).	LS	All construction activities shall be conducted in a manner to minimize noise. Although Phase I construction impacts are not expected to be significant, the following measures shall be implemented, where feasible: G.1.a Haul truck routes and staging areas shall avoid residential streets, and to the extent feasible, streets adjacent to local schools.	LS

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Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
		G.1.b Compliance with all provisions of the City of Los Angeles Noise Ordinance (Ordinance No. 144,331, adopted January 1973 as amended), Chapter XI of the Los Angeles Municipal Code, Noise Regulation, Articles 1-4 shall be required. G.1.c Construction contracts shall require project contractors to use power construction equipment with noise shielding and muffling devices to the maximum extent feasible. G.1.d Noise barriers such as temporary wooden barrier walls, mufflers surrounding the construction site, and noise entrenching devices shall be employed to the fullest extent possible to reduce the intrusive construction noise.	LS
Buildout Phase G.2 Although Buildout Phase construction impacts are not expected to be significant given the lack of noise sensitive uses in the project vicinity, construction would result in audible short-term increases in existing noise levels. Such increases would be reduced through compliance with the City of Los Angeles Noise Ordinance (adopted January 1973, as amended).	LS	G.2 Mitigation Measures G.1.a through G.1.d shall be implemented during the Buildout Phase to reduce construction noise.	LS

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	Environmental Impact	Level of Significance w/o Mitigation		Mitigation Measures	Level of Significance w/ Mitigation
G.3	Noise levels for exterior recreational space for proposed residential uses could exceed "normally acceptable" City of Los Angeles standards for such uses. Exposure to such noise levels would be considered a significant impact prior to mitigation.	S	G.3	Recreational space with residential uses shall be designed to meet City exterior standards. Adequate structural attenuation shall be incorporated into residences to meet Title 24 noise insulation standards.	LS
H.1	**GEOLOGIC HAZARDS**				
Phase I					
H.1.1	Phase I of the proposed project could potentially expose people and/or structures to severe ground shaking. This potential exposure would be considered a significant impact.	S	H.1.1.a	For each project or structure within Phase I development, the applicant shall conform to all applicable provisions of the Los Angeles Municipal Code, including the revised (1992 as amended) Division 23, Section 2312 of the Building Code which sets forth regulations concerning proper earthquake design and engineering and requires dynamic analysis for structures that are over 160 feet in height. The information regarding ground motion and spectra response determined from the dynamics analysis shall be implemented in the seismic design of the buildings.	LS
			H.1.1.b	Each project or structure within Phase I development shall conform to the criteria set forth in the 1990 Recommended Lateral Force Requirements and Commentary by the Structural Engineers Association of California.	LS

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Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
		H.1.1.c Each project or structure within Phase I development shall conform with the intent and recommendations of the City of Los Angeles Seismic Safety Plan. As adopted by the city in the General Plan, the Plan sets forth general planning policies for the City of Los Angeles concerning existing development, new development (e.g., prohibiting construction of buildings for human occupancy across surface fault traces, preparation of required geologic reports for projects located in designated study areas), critical facilities, emergency preparedness, and post-disaster recovery.	LS
H.1.2 As a result of the deep fill materials located on the project site, Phase I of the proposed project could potentially expose people and/or structures to seismic settlement.	S	H.1.2 A project-specific geotechnical investigation shall be performed for each building site to evaluate the liquefaction, seismic settlement, and differential settlement of the artificial fill and natural soils underlying the specific building location. The study shall be prepared to the satisfaction of the Department of Building and Safety for the particular building site prior to issuance of a building permit.	LS
Buildout Phase			
H.1.3 Buildout Phase of the proposed project could potentially expose people and/or structures to severe ground shaking. This potential exposure would be considered a significant impact.	S	H.1.3 Mitigation Measures H.1.1.a through H.1.1.c shall be implemented for the Buildout Phase of the proposed project.	LS

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	Environmental Impact	Level of Significance w/o Mitigation		Mitigation Measures	Level of Significance w/ Mitigation
H.1.4	As a result of the deep fill materials located on the project site, Buildout Phase of the proposed project could potentially expose people and/or structures to seismic settlement.	S	H.1.4	Mitigation Measure H.1.2 shall be implemented for the Buildout Phase of the proposed project.	LS
H.2	**GRADING**				
Phase I					
H.2.1	In the absence of mitigation, excavation associated with Phase I of the project could cause the project site to become unstable and would be considered a potentially significant impact.	S	H.2.1.a	Where there is sufficient space for sloped excavations, temporary cut slopes less than 30 feet in height shall be made at a 1.5:1 or 2:1 (horizontal to vertical) gradient for each project or structure within Phase I of the proposed project. However, the stability of the graded slopes shall be addressed when grading plans are completed for each project or structure. Vertical cuts deeper than four feet in height shall be avoided.	LS

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Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
		H.2.1.b Where sufficient space for sloped excavations is not available, shoring shall be used for each project or structure within Phase I of the proposed project. The shoring system may consist of soldier piles and lagging. Recommendations for the proper design of the shoring system shall be provided by a licensed geotechnical engineer. H.2.1.c A soils and foundation study shall be performed for each building location to evaluate the stability of temporary or permanent grading excavations. The study shall be prepared to the satisfaction of the Dept. of Building and Safety as part of the project approval process and prior to issuance of a building permit for the particular location.	LS

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		H.2.1.d During construction, all grading shall be carefully observed, mapped, and tested by the project geotechnical engineer. All grading shall be performed under the supervision of a licensed geotechnical engineer and/or soils engineer, in accordance with applicable provisions of the Municipal Code, to the reasonable satisfaction of the City Engineer and the Department of Building of Safety.	LS
		H.2.1.e The project shall be constructed in compliance with all applicable requirements of the California Construction and General Industry Safety Orders, the Occupational Safety and Health Act of 1970, and the Construction Safety Act.	

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H.2.2	The presence of existing deep fill soils on portions of the project site could result in major settlement on-site and would be considered a potentially significant impact.	S	H.2.2.a The soils and foundation study for each building location shall delineate areas containing deep fill soils. Construction of structures in these areas shall include appropriate design and construction mitigation measures, in accordance with the requirements of the Department of Building and Safety. H.2.2.b If the depth of fill material within the building area is too excessive to make its removal and recompaction feasible, the proposed structures may be supported on pile foundations. The piles shall penetrate the existing fill soils to develop adequate capacity. H.2.2.c Where the planned depth of excavation does not extend below the existing fill soils, the existing fill soils shall be removed and recompacted in accordance with the requirements of the Department of Building and Safety.	LS

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	Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
H.2.3	Existing high levels of groundwater could significantly impact the proposed building footings and/or subterranean parking levels of Phase I.	S	H.2.3.a Excavations extending below the water table may require temporary dewatering during construction, as well as a permanent dewatering system. The permanent dewatering system, if required, may consist of the waterproofing of basement walls and a subdrain system beneath the subterranean floor slab. H.2.3.b In lieu of installing a permanent subdrain system, the portion of building walls and floor slabs extending below the groundwater table may be waterproofed and designed to resist the hydrostatic pressures in addition to resisting the pressures imposed by the retained earth. H.2.3.c The hydrostatic design or subdrain system shall be subject to the review and approval by the Department of Building and Safety.	LS
H.2.4	The development of Phase I structures in areas above the existing Metro Redline tunnel could have a potentially significant impact on the tunnel.	S	H.2.4 Large structures located directly above the Metro tunnel shall be supported on drilled piles extending below the tunnel. The building floor slabs shall also be structurally supported in compliance with City Code requirements in cooperation with LACMTA.	LS

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	Environmental Impact	Level of Significance w/o Mitigation		Mitigation Measures	Level of Significance w/ Mitigation
H.2.5	In the absence of mitigation, contaminated soils and groundwater under portions of the project site could have a potentially significant impact.	S	H.2.5.a'	During excavation and construction, contaminated soil and groundwater may require on-site remediation and/or removal and disposal. Any necessary treatment or disposal of contaminated soil and groundwater will be conducted in accordance with applicable regulatory requirements. Appropriate permits will be obtained to conduct necessary treatment and disposal, including a National Pollutant Discharge Elimination System (NPDES) permit from the Los Angeles Regional Water Quality Control Board for the disposal of remediated groundwater in the local storm drain system. Disposal of contaminated soil will take place at facilities specifically authorized to accept such materials.	LS
			H.2.5.b	Mitigation Measures J.1.a through J.1.j in Section IV.J (Risk of Upset) shall be implemented for Phase I.	
Buildout Phase					
H.2.6	Excavation associated with the Buildout Phase could cause the project site to become unstable and would be considered a potentially significant impact.	S	H.2.6	Mitigation Measures H.2.1.a through H.2.1.e shall also be implemented for the Buildout Phase of the proposed project.	LS
H.2.7	The presence of existing deep fill soils on portions of the project site could result in major settlement on-site and would be considered a potentially significant impact.	S	H.2.7	Mitigation Measures H.2.2.a through H.2.2.c shall also be implemented for the Buildout Phase of the proposed project.	LS

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H.2.8	Existing high levels of groundwater could significantly impact the proposed building footings and/or subterranean parking levels during the Buildout Phase of the project.	S	H.2.8	Mitigation Measures H.2.3.a through H.2.3.c shall also be implemented for the Buildout Phase of the proposed project.	LS
H.2.9	The development of structures associated with Buildout Phase, in areas above the existing Metro Redline tunnel, could have a potentially significant impact on the tunnel.	S	H.2.9	Mitigation Measures H.2.4 shall also be implemented for the Buildout Phase of the proposed project.	LS
H.2.10	In the absence of mitigation, contaminated soils and groundwater under portions of the project site could have a potentially significant impact.	S	H.2.10	Mitigation Measures H.2.5.a and H.2.5.b shall also be implemented for the Buildout Phase of the proposed project.	LS
I.	**SURFACE WATER RUNOFF/HYDROLOGY**				
Phase I					
I.1	Construction for Phase I would temporarily increase pollutants in storm water such as sediment from exposed surfaces and wastes from paints, masonry products, glues, and other hazardous building materials.	S	I.1.a	To reduce erosion, protective measures (e.g., placement of sandbags around basins, construction of a berm to keep runoff from flowing into the construction site, or keeping motor vehicles at a safe distance from the edge of excavation) shall be implemented during construction.	LS

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	Environmental Impact	Level of Significance w/o Mitigation		Mitigation Measures	Level of Significance w/ Mitigation
			I.1.b	Stormwater discharges from the site shall meet, at a minimum, all applicable requirements of the State Regional Water Quality Control Board and NPDES permit requirements, and shall comply with implementation of these requirements through responsible City and County of Los Angeles agencies.	LS
			I.1.c	An SWPPP shall be prepared and submitted for review and approval by the Bureau of Engineering, Stormwater Management Division, prior to issuance of a building permit. The SWPPP shall identify pollutants and applicable BMPs to manage runoff quality.	
I.2	Phase I development would negligibly increase runoff from the site over existing conditions. A new drainage system will be developed to effectively convey these flows from Phase I operation.	LS	I.2.a	A drainage plan shall be developed, subject to the approval of the City Engineer, as part of the Plan Check process and prior to development of any drainage improvements.	LS
			I.2.b	No mitigation is required. However, the proposed project shall demonstrate compliance with requirements set forth by the Department of Building and Safety and the City Engineer concerning storm water drainage and flood proofing prior to development of any drainage improvements.	

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	Environmental Impact	Level of Significance w/o Mitigation		Mitigation Measures	Level of Significance w/ Mitigation
Buildout Phase					
I.3	Construction associated with the project Buildout Phase would temporarily increase pollutants in storm water such as sediment from exposed surfaces and wastes from paints, masonry products, glues and other hazardous building materials.	S	I.3	Mitigation Measures I.1.a and I.1.b shall also be implemented for Buildout Phase of the proposed project.	LS
I.4	Development associated with the project Buildout Phase would negligibly increase runoff from the site over existing conditions. Additional drainage improvements may be required to effectively convey these flows.	LS	I.4	Mitigation Measures I.2.a and I.2.b shall also be implemented for Buildout Phase of the proposed project.	LS
J.	**RISK OF UPSET**				
Phase I and Buildout Phase					
J.1	The contaminated groundwater in the area could pose a significant risk during development of the site due to the depth to groundwater, (30 feet bgs), and the anticipated depths of subsurface structures planned for the site, (50 feet bgs). Excavation and dewatering activities could draw contaminated groundwater to the surface where workers and the public could be exposed.	S	J.1.a	If contaminated groundwater is encountered during construction, such contaminated groundwater shall be handled in a manner satisfactory to all public agencies with jurisdiction over such matters.	LS
			J.1.b	The project site shall be properly secured to prevent access by the general public, thereby minimizing the possibility of exposure to contaminated groundwater.	
			J.1.c	A Remediation Action Plan (RAP) will be developed and implemented for the remediation of the contaminated soil and groundwater at the Terminal Annex.	

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	Environmental Impact	Level of Significance w/o Mitigation		Mitigation Measures	Level of Significance w/ Mitigation
J.2	Contaminated soils at the property site could pose a significant risk during development of the site. Grading and excavation could expose workers and the public to contaminated soils.	S	J.2.a	If contaminated soil is encountered during project construction, such contaminated soil shall be handled in a manner satisfactory to all public agencies with jurisdiction over such matters.	LS
			J.2.b	The project site shall be properly secured to prevent access by the general public, thereby minimizing the exposure to contaminated soils.	
			J.2.c	Refer to Mitigation Measure J.1.c.	
K.1	**ARTIFICIAL LIGHT**				
Phase I					
K.1.1	Phase I development will introduce new sources of lighting to the project area (i.e., security, pedestrian, signage, headlights, directional, interior, etc.). Such impacts are not considered significant, but still require identification of lighting controls and standards to ensure incorporation of Specific Plan design guidelines into the project.	LS	K.1.1.a	Exterior lighting, including pedestrian lighting, shall be shielded to reduce the amount of direct lighting escaping the site.	LS
			K.1.1.b	Parking structures shall be designed so as to shield exterior areas from vehicle headlights and interior parking structure lighting, to the extent feasible.	
			K.1.1.c	Pole-mounted lighting fixtures on pedestrian paths will utilize cut-off technology to reduce glare.	
			K.1.1.d	Necessary building floodlighting will be shielded and designed to eliminate spillover glare.	

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K.1.2 Significant glare impacts on vehicular traffic east of the project site could occur during morning hours.	S	K.1.2 Exterior building surfaces, particularly those facing heavily traveled roadways, shall utilize low-reflectivity materials.	LS
Buildout Phase K.1.3 Impacts are anticipated to be the same as those for Phase I.	S	K.1.3 Mitigation measures K.1.1.a through K.1.1.d, and K.1.2, shall also be implemented for the Buildout Phase of the proposed project.	LS
K.2 NATURAL LIGHT (SHADE/SHADOW) **Phase I and Buildout Phase** K.2.1 Phase I development would have a significant on-site impact due to shading of the south facing main concourse windows and patio area of the Union Station Passenger Terminal.	S	K.2.1 Shadow impacts are directly attributable to the building height, massing, and location. Although no significant off-site impacts are associated with Phase I development, a significant unavoidable on-site impacts to south-facing Union Station Passenger Terminal design elements is anticipated as well as to on-site open spaces and plaza areas.	SU
K.2.2 Phase I development would have a significant impact due to shading of new open spaces, plaza areas and other pedestrian intensive uses.	S	K.2.2 Refer to Mitigation Measure K.2.1	SU

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Buildout Phase			
K.2.3 Depending on the ultimate number, size, and location of buildings developed under Buildout Phase of the ADP, off-site properties and/or rights-of-way could be impacted by shadows. However, four test sites analyzing the maximum allowable building heights under the ADP showed that potential impacts to off-site properties would be less than significant. Impacts will be conclusively determined upon design and placement of buildings during the Buildout Phase.	S	K.2.3 Buildout Phase impacts will be conclusively determined during design of the Buildout Phase, when design and placement of buidlings will be finalized. At that time additional review of specific on-site development shall be conducted to determine any design features or modifications which may reduce impacts to surrounding buildings, on-site residential or hotel developments, as well as open spaces and plaza areas.	SU
K.2.4 On-site shade/shadow impacts from the Buildout Phase, in conjunction with Phase I development, would be significant with respect to shading of the Union Station Passenger Terminal main concourse windows and patio area.	S	K.2.4 Refer to Mitigation Measure K.2.3	SU
K.2.5 Collective on-site shade/shadow impacts from the Buildout Phase in conjunction with Phase I development would be significant with respect to proposed open spaces and plaza areas.	S	K.2.5 Refer to Mitigation Measure K.2.3	SU
K.2.6 The collective off-site shade/shadow impacts from Buildout Phase in conjunction with Phase I development could potentially be significant, with respect to existing open spaces and plaza areas.	S	K.2.6 Refer to Mitigation Measure K.2.3	SU

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K.2.7 Buildout Phase development would also have a potentially significant impact upon proposed on-site residential and hotel uses developed during Buildout Phase, depending on their positioning relative to other proposed structures.	S	K.2.7 Refer to Mitigation Measure K.2.3	SU
L.1 FIRE PROTECTION **Phase I**			
L.1.1 Phase I of the proposed project would have a less than significant impact on the existing water supply system (due to maintaining the required 12,000 GPM fire-flow) and would have a less than significant impact on fire protection service based on anticipated response distances and needs assessments.	LS	L.1.1.a All portions of every commercial or industrial building must be within 300 feet of an approved fire hydrant. The maximum distance between fire hydrants on roads and fire lanes is 300 feet. L.1.1.b An approved fire lane shall be provided by the applicant if any portion of a first-story exterior wall of any building or structure is more than 150 feet from the edge of the roadway of an improved street. L.1.1.c Fire lane width shall not be less than 20 feet; and, where a fire lane must accommodate the operation of a Fire Department aerial ladder apparatus, or where fire hydrants are installed, those portions shall not be less than 28 feet in width.	LS

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TABLE 1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
		L.1.1.d At least two different ingress/egress roads shall be required in each major development area to accommodate major fire apparati and provide for an evacuation during emergency situations. L.1.1.e Fire Department access will remain clear and unobstructed during periods of demolition. L.1.1.f The proposed project shall conform to the standard street dimensions shown on Department of Public Works Standard Plan D-22549. L.1.1.g Fire lanes, where required, and dead end streets shall terminate in a cul-de-sac or other approved turning area.	LS

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Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
		L.1.1.h When required access is provided by an improved street, fire lane, or combination of both which results in a dead-end excess of 700 feet in length from the nearest cross street, at least one additional ingress-egress roadway shall be provided in such a manner that an alternative means of ingress-egress is accomplished.	LS
		L.1.1.i All access roads, including fire lanes, shall be maintained in an unobstructed manner, removal of obstructions shall be at the owner's expense. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than three square feet in area in accordance with Section 57.09.05 of the Los Angeles Municipal Code.	
		L.1.1.j Where fire apparatus will be driven onto the road level surface of the subterranean parking structure, that structure shall be engineered to withstand a bearing pressure of 8,600 pounds per square foot.	
		L.1.1.k The design, location, operation, and maintenance of any security gates shall be to the satisfaction of the Fire Department.	

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Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
Buildout Phase			
Impact L.1.2 While conditions relating to fireflow and response distances are not expected to change significantly from Phase I, Buildout Phase of the proposed project is anticipated to have some level of impact on the fire protection as a result of increased land use densities beyond those in Phase I; however, the level of significance cannot be determined due to the unknown future citywide demands on the Fire Department and their local personnel and equipment. For that reason, a potential significant impact is assumed and additional analysis will be required at the time of the Buildout Phase.	S	L.1.2.a' Phase I Mitigation Measures L.1.1.a through L.1.1.k shall also be implemented for the Buildout Phase of the proposed project. L.1.2.b During Buildout Phase of the development, the Terminal Annex property owner shall provide a replacement Task Force Station to be built to service the project area. The location of the replacement station shall be near the intersection of two major streets. A minimum lot of 200 feet by 200 feet is required to build a Task Force Fire Station. The site selection shall be agreed upon by the applicant and the Fire Department. The dedication and transfer of ownership to the Los Angeles Fire Department of the final site selection shall be in accordance with all agreements reached with the applicant and approved by the Chief Engineer and General Manager of the Los Angeles Fire Department. In addition, the time frames for design, planning, and construction of the replacement Task Force Fire Station shall also be subject to the approval of the Chief Engineer and General Manager.	SU

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
L.2 POLICE PROTECTION **Phase I** L.2.1 Phase I of the proposed project could have a significant impact on LAPD police services by exacerbating the current needs of the Central Area for new and improved equipment and by generating the need for 12 to 20 additional new officers.	S	L.2.1 Whenever possible, the project design will include these specific plan design features: L.2.1.a All public parking facilities will be well-illuminated when open and a closed-circuit television system or private security patrol or other surveillance techniques will be used to monitor the areas. L.2.1.b All pedestrian walkways and courtyards will be well-illuminated and landscaping will be controlled to ensure clear visibility of movement and activity. L.2.1.c All building entrances, elevators, and lobby areas, as well as entrances to transit points, will be well-illuminated and designed with minimum dead space to eliminate areas of potential concealment.	LS

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
		L.2.1.d Public restrooms should be located such that security or lobby personnel can have visual access to the doorways. Public restrooms should not be located in isolated areas. L.2.1.e Office-level restrooms should be installed with limited access doorways which require a key or electronic code for access by authorized employees. L.2.1.f To the extent feasible, building design should consider pre-wiring opportunities for advanced state-of-the-art security measures. Such considerations might include future installation of "help" or "911" buttons in strategic locations around the project (i.e., near bank teller machines, in entry areas where individuals may be momentarily stalled waiting for elevators or punching in entry codes).	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
		L.2.1.g Parking structures should be designed with people and auto security in mind. To the extent feasible, parking areas should be built as a "closed" system with fencing or screening covering window areas, and doors leading to parking areas limited to access via a keycard or electronic code system as a means to prevent unauthorized individuals from gaining access to autos. L.2.1.h Upon completion of the project, the applicant shall provide the Central Area Commanding Officer with a diagram of the project. The diagram shall include access routes, unit and building numbers, and any information that might facilitate timely police response. L.2.1.i Prior to plan finalization, the applicant shall coordinate with and provide to the Police Department's Crime Prevention Unit, project plans for review regarding crime prevention features that may be appropriate to the design of the project.	

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Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
		L.2.1.j Where other agencies located on the site provide additional security officers, security officers from the following agencies shall be located on the ADP sites: MTA Police Department; U.S. Postal Police; Sheriffs Department; and AMTRAK security.The presence of these officers, in combination with the proposed MTA police sub-station and equipment, shall offset the need for additional police officers to be provided by the project.	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
Buildout Phase			
L.2.2 Buildout Phase of the proposed project would have a significant impact on LAPD services because of the existing need for new police equipment in the Central Area and because the project would increase the need for additional officers. The level of significance cannot be determined due to the unknown future citywide demands on the Police Department and their local personnel and equipment. For that reason, a potential significant impact is assumed and additional analysis will be required at the time of the Buildout Phase.	S	L.2.2.a All doors leading into residential units and hotel rooms shall be made of solid-core construction and contain dead bolt locks and "peepviewers." L.2.2.b No breakable glass shall be present within 40 inches of any hotel room or residential entry door. L.2.2.c Primary security measures shall include appropriate access control, surveillance, and lighting. L.2.2.d Entryways shall be designed with minimal dead space to eliminate areas of concealment. L.2.2.e Ornamental shrubbery shall be designed to allow surveillance of, and not afford cover for, individuals tampering with doors and windows. L.2.2.f Phase I Mitigation Measures L.2.1.a through L.2.1.j shall also be implemented for the Buildout Phase of the proposed project.	SU

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
L.3 SCHOOLS			
Phase I			
L.3.1 Commercial development associated with Phase I would generate approximately 449 students who would be accommodated in schools throughout the LAUSD. This increase of students within the District would be considered an insignificant impact in that it constitutes 0.06 percent of projected enrollment in 2010/11 and these students would be widely dispersed throughout the District.	LS	L.3.1 The applicant shall pay school fees for commercial uses, as may be required by State law, at the time of issuance of a building permit. The current school fee is $0.28 per square foot for non-residential space. If built today and applied to the net gross floor area, development of Phase I would be required to pay a fee of $862,568 to the LAUSD.	LS
Buildout Phase			
L.3.2 The residential component of the Buildout Phase would generate about 27 LAUSD students and the commercial component would generate 1,006 LAUSD students, for a total of 1,033 additional students. This would be considered an insignificant impact in that it constitutes 0.18 percent of projected enrollment in 2010/11 and these students would be widely dispersed throughout the District.	LS	L.3.2.a The applicant shall pay school fees for residential uses, as may be required by State law, at the time of issuance of a building permit. The current school fee is $1.72 per square foot for residential space. If built today, the residential development component of the Buildout Phase would be required to pay a fee of $516,000 to the LAUSD. L.3.2.b The applicant shall pay school fees for commercial uses, as may be required by State law, at the time of issuance of a building permit. The current school fees are $0.28 per square foot for non-residential space. If built today the Buildout Phase would be required to pay a fee of $2,842,532 to the LAUSD.	LS

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Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
L.4 PARKS AND RECREATION **Phase I** L.4.1 The daytime population generated by uses in Phase I would most likely be accommodated by open space and passive recreation areas on-site; thus Phase I impacts to park and recreational facilities are considered less than significant.	LS	L.4.1 The project design shall incorporate the following key principles of the ADP; 1) Continue the style and intent of the historic courtyard spaces. 2) Connect open spaces into one continuous system. 3) Provide open spaces with diverse size, style, and character.	LS
Buildout Phase L.4.2 The daytime population generated by non-residential uses of the Buildout Phase would be accommodated by open space and passive recreation areas on-site; thus this component of Buildout Phase impacts to park and recreational facilities is considered less than significant.	LS	**Buildout Phase** L.4.2 The Buildout Phase shall incorporate Mitigation Measure L.4.1.a.	LS

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	Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
L.4.3	The residential uses of the Buildout Phase of the project would increase the local population by approximately 501 residents. Due to current inadequate neighborhood and community park and recreational facilities in the immediate area, the additional demand for parks and recreational facilities from the incremental increase in residents of the proposed project would be considered significant.	S	L.4.3 In accordance with the requirements of the City of Los Angeles (Ordinance No. 141,422, amending Chapter 1, Article 7 of the Los Angeles Municipal Code), the project shall either pay the in-lieu fee to the city or develop park or recreation land on the project site using equivalent funding or greater. The proportion of total land on the site to be set aside for park and recreation land is based on the residential density as set forth in Section 17.12 Part B of the Municipal Code.	LS
L.5	**LIBRARIES**			
Phase I				
L.5.1	Phase I of the project will increase the daytime population of the area by 13,088 people. This population can be served by the Chinatown, Little Tokyo, and Central Libraries. Therefore, implementation of Phase I development will not result in a significant impact on library service.	LS	No mitigation is recommended.	LS

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Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
Buildout Phase			
L.5.2 Three hundred residential units are proposed for Buildout Phase of the proposed project, which will increase the residential population of the area by 501 people. Furthermore, a total daytime population associated with Buildout Phase of the proposed project would be 26,912 people. The population can be served by the Chinatown, Little Tokyo, and Central Libraries. Therefore, implementation of Buildout Phase development will not result in a significant impact on library services.	LS	No mitigation is recommended.	LS
M.1 WATER			
Phase I			
M.1.1 Phase I of the project would consume a net increase of approximately 757,740 gallons of water per day. This increase in water consumption would be considered a less than significant impact, because the existing infrastructure system can accommodate anticipated domestic water requirements for the proposed project and groundwater sources would not be substantially depleted or degraded by the project.	LS	M.1.1.a Automatic sprinkler systems shall be set to irrigate landscaping during early morning hours or during the evening to reduce water losses from evaporation. Landscaping shall be watered less often during cooler months and the rainfall season. M.1.1.b Wherever possible, the use of reclaimed water shall be investigated as a source to irrigate large landscaped areas such as pedestrian plazas, landscaped walkways, and other open spaces.	LS

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Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
		M.1.1.c Selection of drought-tolerant, low water consuming plant varieties shall be used to reduce irrigation water consumption in new landscaped areas such as pedestrian plazas, walkways, and other open spaces. M.1.1.d Recirculating hot water systems shall be used where feasible in long piping systems (where water must be run for considerable periods before hot water is received at the outlet). M.1.1.e Lower-volume water faucets and water saving showerheads shall be installed in new construction and when remodeling as well as low flush toilets in all restrooms. M.1.1.f Plumbing fixtures shall be selected which reduce potential water loss from leakage due to excessive wear of washers. M.1.1.g Phase I of the project shall comply with all applicable sections of the City of Los Angeles' Water Conservation Ordinance (Ordinance No. 166,080) and Xeriscape Ordinance.	

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Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
Buildout Phase			
M.1.2 Buildout Phase of the project would consume a net increase of approximately 2,398,176 gallons of water per day. This increase in water consumption would be considered a less than significant impact, because the existing infrastructure system can accommodate anticipated domestic water requirements for the proposed project and groundwater sources would not be substantially depleted or degraded by the project.	LS	M.1.2 Phase I Mitigation Measures M.1.1.a through M.1.1.g shall also be implemented for the Buildout Phase of the proposed project.	LS
M.2 SOLID WASTE AND DISPOSAL			
Phase I			LS
M.2.1 Short-term construction impacts are considered adverse, but less than significant. However, the project applicant shall comply with Mitigation Measure M.2.1 to further reduce short-term construction impacts to solid waste and disposal activities.	LS	M.2.1 Although short-term construction impacts to solid waste and disposal services are considered less than significant, the following mitigation measure shall be implemented to further reduce adverse impacts: The project sponsor shall demonstrate that all construction and demolition debris, to the maximum extent feasible, will be recycled in a practical, available, and accessible manner during the construction phase. Documentation of this recycling program will be provided to the City of Los Angeles, Department of Public Works.	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
M.2.2 Due to the limited availability of remaining landfill capacities in Los Angeles County, implementation of the project would create a significant impact on solid waste and disposal services resulting from Phase I of the project.	S	M.2.2.a In accordance with AB 939, the City's SRRE and the City's CiSWMPP, the project sponsor shall prepare and submit a SRRP to the Planning Department prior to the approval of individual building permits, both documenting and outlining the incorporation of an on-site recycling/conservation program through a series of mandatory measures including, but not limited to, the following items: ■ Instituting a tenant/employee participation recycling program, whereby tenants/employees are given individual containers/bins to separate newsprint, white, and/or colored paper for regular custodian collection and deposit into larger separation containers to be removed by appropriate recyclers or haulers providing such services.	SU

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Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
		▪ Instituting a tenant/employee education program which would, through a series of brief educational sessions, outline various methods whereby employees can further contribute to methods of recycling/conservation in the office and home (e.g., contracting with firms for purchase of recycled paper, use of two-sided reports, replacement of Styrofoam cups with coffee mugs, etc.). M.2.2.b The project shall incorporate the use of recycled materials in building materials, furnishings, operations, and building maintenance, to the extent feasible and allowed by local codes. The SRRP shall describe the use of these materials in the project.	

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Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
		M.2.2.c A statement shall be included in the SRRP that instructs occupants about source reduction, recycling, and procurement of recycled materials. This statement shall be incorporated into the future ownership agreement, property management agreements, and tenant agreements. M.2.2.d A statement shall be included in the SRRP that specifies which of the following entities will provide collection of trash and source separated materials - the City of Los Angeles; project sponsor or property management service; independent recycling contractor; or private solid waste collector who provides recycling services. M.2.2.e The project owner, within its property management agreements, shall conduct an annual waste audit review and measure the effectiveness of the tenant education program and recycling collection activities. To the greatest exten extent possible, the audit shall include: ■ Review of purchasing patterns to eliminate materials not compatible with the established waste diversion program.	

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Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
		■ Review of operating procedures which generate either large amounts of waste or non-recyclable materials. ■ Review of company uses and activities. ■ Evaluation and expansion of recyclable materials to be included in a recycling program. ■ Review of employee awareness of recycling program goals, procedures, and accomplishments. Evaluation and implementation of training for all project occupants. The results of the study shall be used to improve the Source Reduction and Recycling Plan (SRRP) to reduce solid waste generation. The SRRP shall describe the methods by which designated recyclable materials will be separated from the waste stream, collected, and stored, to facilitate transportation to a recycler or hauler providing such services.	

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Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
		M.2.2.f The design of recycling systems shall facilitate source separation and collection of additional materials that may be designated as recyclable by the City in the future. M.2.2.g To the extent feasible, one or more of the following yard waste management techniques shall be incorporated into the maintenance of the project: ■ Planting drought tolerant plants so as to minimize yard waste. ■ Mulching and grass-recycling. ■ Local composting through regular landscape maintenance where appropriate.	
M.2.3 Due to the limited availability of hazardous waste facilities in California, implementation of the project would create a significant impact on hazardous waste and disposal services resulting from Phase I of the project, although the total amount of hazardous waste generated is anticipated to be very low.	S	M.2.3.a The property owner will provide information to project occupants and operators regarding alternatives to commonly used hazardous materials in the business and governmental environment, as well as information regarding the proper storage, handling and disposal of hazardous waste. M.2.3.b The project will comply with all applicable regulations and/or measures outlined in the City of Los Angeles Household Hazardous Waste Element (HHWE).	SU

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Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
Buildout Phase			
M.2.4 Buildout Phase impacts are anticipated to be the same as those described for Phase I, with minimal generation of hazardous waste. Because the Buildout Phase is larger, however, more waste could potentially be generated than in Phase I.	S	M.2.4.a Phase I Mitigation Measures M.2.1 through M.2.3.b shall also be implemented for Buildout Phase under the proposed project. M.2.4.b For residential units, the project shall provide all tenants and each household with a practical and accessible means of recycling materials, including the design and allocation of recycling collection and storage space in individual units, and a centralized collection and storage area for the entire project.	SU
M.3 SANITARY SEWERS **Phase I**			
M.3.1 Phase I of the project would increase sewage generation by approximately 631,450 gallons per day. This increase in sewage generation would be considered a less than significant impact on new treatment capacity. However, total peak flow (existing and projected) will exceed the half-full capacity of the 16-inch sewer line under Alameda Street by 18 percent of the sewer's total capacity (which would be considered a significant impact, prior to mitigation).	S	M.3.1.a The project shall implement all water-conserving mitigation measures as outlined for Phase I in Section IV.M.1, Water. M.3.1.b Phase I of the project shall comply with the City of Ls Angeles' Sewer Allocation Ordinance (No. 166,060). M.3.1.c The sewer system shall be designed to limit flows tributary to the 16-inch line under Alameda Street to one-half of that line's capacity. Alternative existing sewer lines shall be utilized to meet project capacity.	LS

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
Buildout Phase M.3.2 Buildout Phase of the project would increase sewage generation by approximately 1,998,480 gallons per day. This increase in sewage generation would be considered a less than significant impact on new treatment capacity. However, total peak flow (existing and projected) will far exceed the half-full capacity of the 16-inch sewer line under Alameda Street (which would be considered a significant impact, prior to mitigation).	S	M.3.2.a The project shall implement all water-conserving ' itigation measures as outlined for project Buildout Phase in Section IV.M.1, Water. M.3.2.b Prior to Buildout Phase development, a flow test of downstream sewer lines shall be conducted to determine if existing sewer lines serving the project site still have adequate capacity to serve the Buildout Phase of the project. If any improvements to the local sewage collection lines are required, the applicant and the City shall determine the applicant's reasonable pro rata share of the cost for sewer system improvements. M.3.2.c Buildout Phase of the project shall comply with the City of Los Angeles' Sewer Allocation Ordinance (No. 166,060). M.3.2.d The sewer system shall be designed to limit flows tributary to the 16-inch line under Alameda Street to one-half of that line's capacity. Alternative existing sewer lines shall be utilized to meet project capacity.	LS

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Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
M.4 ENERGY CONSERVATION			
Phase I			
M.4.1 Phase I of the project would have a short-term significant impact on energy consumption during the construction period as a result of fuel consumption by construction equipment and construction worker travel to and from the project site.	S	M.4.1 Mitigation Measures F.1.1.d, F.1.1.e, and F.1.1.g shall be implemented to reduce energy consumption during the construction period.	LS
M.4.2 Increased electrical consumption due to operation of Phase I of the project may require the expansion of local electrical receiving facilities and/or the construction of new receiving facilities. Such increased consumption is considered significant, prior to mitigation.	S	M.4.2.a Phase I development shall comply with the State Energy Conservation Standards for New Residential and Non-Residential Buildings (Title 24, Par 6, Article 2, California Administrative Code) which establish mandatory maximum energy consumption levels for new buildings and include energy-conserving design features that must be incorporated into new development. M.4.2.b During the design process, each site developer shall consult with the DWP, Energy Services Subsection, regarding any specific energy demand requirements and possible system improvements (which may be required as a result of project implementation), and for project-specific Energy Conservation Measures.	LS
M.4.3 Environmental impacts associated with natural gas consumption would be less than significant.	LS	M.4.3 No mitigation is required.	LS

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Environmental Impact	Level of Significance w/o Mitigation	Mitigation Measures	Level of Significance w/ Mitigation
Buildout Phase			
M.4.4 Buildout Phase of the project would have a short-term significant impact on energy consumption during the construction period as a result of fuel consumption by construction equipment and construction worker travel to and from the site.	S	M.4.4 Mitigation Measures F.1.1.d, F.1.1.e, and F.1.1.g shall be implemented to reduce energy consumption during the construction period.	LS
M.4.5 Increased electrical consumption due to operation of the full project may require the expansion of local electrical receiving facilities and/or the construction of new receiving facilities. Such increased consumption is considered significant prior to mitigation.	S	M.4.5 Phase I Mitigation Measure M.4.2.a shall also be implemented for the Buildout Phase of the proposed project.	LS
M.4.6 Environmental impacts associated with natural gas consumption would be less than significant.	LS	M.4.6 No mitigation is required.	LS

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C. SUMMARY OF CUMULATIVE IMPACTS

Table 2 summarizes cumulative impacts for each area of environmental concern addressed in this EIR. Impacts are assessed prior to mitigation identified for the ADP.

TABLE 2
CUMULATIVE IMPACT SUMMARY

Area of Environmental Concern	Cumulative Impact
A. LAND USE	The project itself does not generate a significant adverse impact on land use. Together with the related projects identified in this EIR, no cumulative adverse impacts on land use are identified.
B. AESTHETICS	The most significant related project from an aesthetic perspective is the Gateway Center project (Related Project No. 15 under construction adjacent to the ADP site). It will contribute to the transformation of the existing visual character in the project locale which is considered a significant cumulative impact with respect to on-site visual character. Important views of the Union Station Passenger Terminal and Terminal Annex Building would not be obstructed by this project. Significant cumulative impacts with respect to view obstruction, above and beyond those attributed directly to the project itself are not expected to occur.
C.1 ARCHAEOLOGICAL RESOURCES	Excavation of other past, current and future projects in the ADP locale could contribute to the progressive loss of as-yet-unrecorded archaeological deposits and is considered a significant cumulative impact.
C.2 PALEONTOLOGICAL RESOURCES	Excavation of other past, current and future projects in the ADP locale could contribute to the progressive loss of as-yet-unrecorded paleontological deposits and remains and is considered a significant cumulative impact.

TABLE 2
CUMULATIVE IMPACT SUMMARY

Area of Environmental Concern	Cumulative Impact
C.3 HISTORICAL RESOURCES	The most significant related project that could compound the ADP's impacts on historic resources is the Gateway Center project (Related Project No. 15 under construction adjacent to the ADP site). Important historic views of the Union Station Passenger Terminal and Terminal Annex Building would not be obstructed. However, the related project would contribute to the transformation of the existing visual character, and alteration of the historic setting of the ADP site itself. This would constitute a significant cumulative impact. Other neighboring related projects are located further to the east and north of the site and would not have additional significant impacts to the project site itself.
D.1 TRAFFIC	The project's traffic analysis was based on a comparison of the project's traffic in relation to the amount of development implied in the MTA's countywide traffic forecasting model in order to ensure consistency with other on-going local and regional planning efforts. While the year 2000 and 2010 baseline conditions include specific improvements to the countywide transit, freeway and street systems, it also includes all future anticipated growth. Thus, the cumulative impacts on traffic are inherent in the consideration of project impacts. It is assumed that significant cumulative traffic impacts will occur.
D.2 PARKING	The Gateway Center project (Related Project No. 15 under construction adjacent to the ADP site) will provide up to 1,910 parking spaces for the ADP. No other related projects are located in close enough proximity to the proposed project to compound or increase the effects of the ADP. Thus there are no cumulatively significant parking impacts.

TABLE 2
CUMULATIVE IMPACT SUMMARY

Area of Environmental Concern	Cumulative Impact
D.3 ACCESS	Cumulative impacts are inherent in the comparison of project impacts to future baseline conditions (the amount of development implied by the MTA countywide traffic forecasting model). It is assumed significant cumulative access impacts occur.
E.1 EMPLOYMENT	Cumulative jobs (i.e., jobs associated with related projects plus the ADP) represent a relatively small share of the number of jobs expected to be present in the City and County in the year 2010. Cumulative jobs, should they materialize, would represent a large share (approximately 10%) of the forecasted employment growth in the County between 1990 and 2010. In the City, this number of jobs is equivalent to just under half of all forecasted job growth. Most of the employment associated with the related projects and the project may have already been accounted for in SCAG's growth forecast. Therefore, no significant cumulative impacts are anticipated.
E.2 HOUSING	Total cumulative dwelling units represent a very small percentage of the housing stock forecast by SCAG for 2010 and a small percentage of the forecast 1990-2010 growth in the housing stock in the City and County. Most of the related residential projects may have already been accounted for in SCAG's growth forecast. Therefore, no significant cumulative impacts are anticipated.

TABLE 2
CUMULATIVE IMPACT SUMMARY

Area of Environmental Concern	Cumulative Impact
E.3 POPULATION	Total cumulative population represents a very small percentage of the housing stock forecast by SCAG for 2010 and a small percentage of the forecast 1990-2010 growth in the housing stock in the City and County. Most of the population implied by related residential projects may have already been accounted for in SCAG's growth forecast. Therefore, no significant cumulative impacts are anticipated.
F.1 AIR QUALITY	The project in conjunction with emissions from forecasted regional development will contribute on a cumulative basis to significant increases in regional emissions of CO, ROC, NOx and PM10 in both 2000 and 2010.
F.2 METEOROLOGY (WIND)	No significant cumulative impacts would occur from the Gateway Center project (Related Project No. 15 under construction adjacent to the ADP site) on the ADP site. No other related projects are located in close enough proximity to the proposed project to compound or increase the effects of the project and result in cumulatively significant wind conditions.
G. NOISE	Additional incremental noise degradation added from cumulative growth will not exceed 3.0 dB over existing noise levels at any analyzed locations and thus, would not result in any significant cumulative impacts.
H.1 GEOLOGIC HAZARDS	Assuming adherence to the Los Angeles City building codes and Seismic Safety Plan, cumulative impacts would be reduced, but not eliminated. Cumulative impacts would not be considered significant because related projects would not be exposed to greater than normal seismic risk than other areas in Southern California.

TABLE 2
CUMULATIVE IMPACT SUMMARY

Area of Environmental Concern	Cumulative Impact
H.2 GRADING	Significant cumulative grading and geotechnical impacts are not anticipated as all related projects will be required to conform to City standards and regulations which are anticipated to mitigate any significant impacts.
I. SURFACE WATER RUNOFF/HYDROLOGY	Impacts from the Gateway Center project (Related Project No. 15 under construction adjacent to the ADP site) are not anticipated to be significant. With the implementation of standard erosion and flood control measures by responsible City, County and State agencies, other projects are not anticipated to result in significant cumulative impacts.
J. RISK OF UPSET	With the implementation of required State and Federal laws regarding hazardous materials, cumulative impacts are considered less than significant.
K.1 ARTIFICIAL LIGHT	The Gateway Center project (Related Project No. 15 under construction adjacent to the ADP site) could increase the amount of light and glare emitted from the area, but such impacts would not be considered cumulatively significant. Development of other related projects would increase the ambient lighting of the area and contribute to the overall urban character of downtown Los Angeles and neighboring environs. Due to the existing urban character, this would not represent a significant impact.
K.2 NATURAL LIGHT (SHADE/SHADOW)	The Gateway Center project (Related Project No. 15 under construction adjacent to the ADP site) could increase the amount of shadows cast from this area, but such impacts, as well as impacts from other related projects, would not be considered cumulatively significant. Significant cumulative impacts, above and beyond those attributed directly to the project itself are not expected to occur.

TABLE 2
CUMULATIVE IMPACT SUMMARY

Area of Environmental Concern	Cumulative Impact
L.1 FIRE PROTECTION	The development of the proposed project along with other projects in the immediate area would result in the need for increased staffing for existing facilities, additional fire protection facilities and the relocation or expansion of present facilities, which would produce significant areawide cumulative impacts.
L.2 POLICE PROTECTION	Because of the need for additional officers in the Central Area, the proposed and related projects would have a significant cumulative impact on police services.
L.3 SCHOOLS	Cumulative residential development would account for 0.35 percent of the LAUSD projected 2010 enrollment. As noted in the full text of this section, it is not possible to predict which schools these students would attend, nor what the capacity of those schools would be by 2010. Furthermore, it is not possible to predict the indirect student capacity impacts from related non-residential development. In addition, as stated in the full text, LAUSD has numerous options to address future capacity needs, including year-round schools, sale of existing real estate, use of portable classrooms and use of school fees. If the LAUSD school facilities situation in 2010 is similar to the existing situation, and without knowing what specific implementation measures would be used by LAUSD, a significant cumulative impact is assumed.
L.4 PARKS AND RECREATION	In the absence of new and/or expanded parks, park and recreation facility deficits would be created and/or increased in relation to new residential populations. Commercial related projects would also increase the employee population in the project locale. Thus, significant cumulative impacts on park and recreation facilities would occur in the immediate area due to related projects.

TABLE 2
CUMULATIVE IMPACT SUMMARY

Area of Environmental Concern	Cumulative Impact
L.5 LIBRARIES	The proposed project in conjunction with related residential and commercial projects would result in a combined population service ratio of 1.81 people:1,000 square feet of library space and would not represent a significant impact.
M.1 WATER	Assuming implementation of the City's standard water conservation measures and related regulatory authority, cumulative impacts are not considered to be significant.
M.2 SOLID WASTE AND DISPOSAL	Proposed and related projects would generate approximately 120 tons of waste per day. This increase in solid waste generation would have a cumulative adverse impact on regional landfill capacity.
M.3 SANITARY SEWERS	The project itself does not create significant impacts. However, total sewage generated by the related and proposed projects would account for 2.65 percent of the daily sewage flow currently carried by the HTP and 9.72 percent of the remaining HTP capacity. Until additional treatment facilities become available and operational, sewage generated by the related projects would be considered cumulatively significant.
M.4 ENERGY CONSERVATION	The cumulative increase in local energy consumption would constitute an increase in the depletion of non-renewable energy resources. No service problems are anticipated provided DWP and The Gas Company are able to construct additional facilities as needed. Distribution facility construction may cause limited temporary impact on the surrounding communities in the form of unavoidable noise, air pollution, and/or traffic congestion during construction.