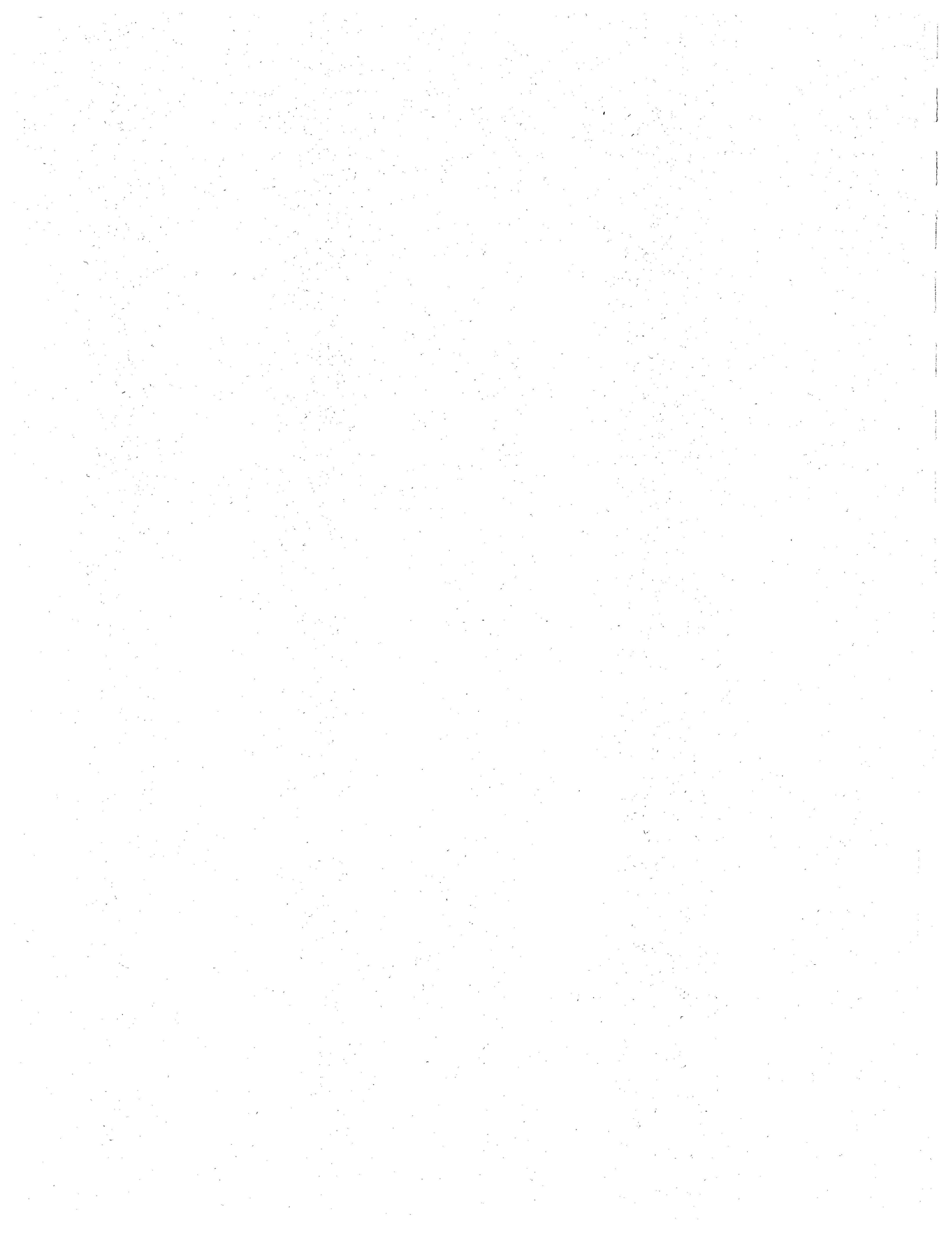


SECTION II
PROJECT DESCRIPTION



SECTION II PROJECT DESCRIPTION

A. PROJECT LOCATION AND OWNERSHIP

The Alameda District Plan (ADP) area is located in the northern portion of Downtown Los Angeles as shown in Figure 1, Regional Map, 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 as shown in Figure 2, Vicinity Map. It is located within the Central City North Community Plan (CCNCP) Area.

Communities and land uses in the immediate vicinity include Olvera Street to the west, Chinatown to the northwest, Los Angeles Civic Center and Little Tokyo to the south, light industrial uses to the north, and the Los Angeles County Jail, City Piper Technical facility and the William Mead housing project to the east.

The proposed project area is approximately 70.5 acres in size and consists of two properties: 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 larger of the two properties is the Union Station property, which includes the existing Union Station structures and facilities. This property is irregularly shaped, as it includes existing trackage originating from Union Station and continuing in a northeasterly direction to the Los Angeles River, with the northerly property boundary running from Vignes Street southeast to Bauchet Street. The main portion of the site generally extends from the Santa Ana/Hollywood Freeway and El Monte Busway on the south to Alameda Street on the west up to Cesar E. Chavez Avenue on the north. The eastern property boundary runs along Bauchet Street and across Cesar E. Chavez Avenue around the Gateway Center project (which, as described later in this section, is under construction) and then continues along Vignes Street to the southern property boundary. Boundaries for both properties are shown in Figure 3.

The smaller of the two properties is the Terminal Annex property, which includes the existing Terminal Annex structures and facilities. The Terminal Annex property extends from Cesar E. Chavez Avenue on the south along Alameda Street to North Main Street on the west, and continuing on the west along North Main Street to Vignes Street. Vignes Street forms the northern boundary, and the existing trackage forms the eastern boundary for the Terminal Annex property.

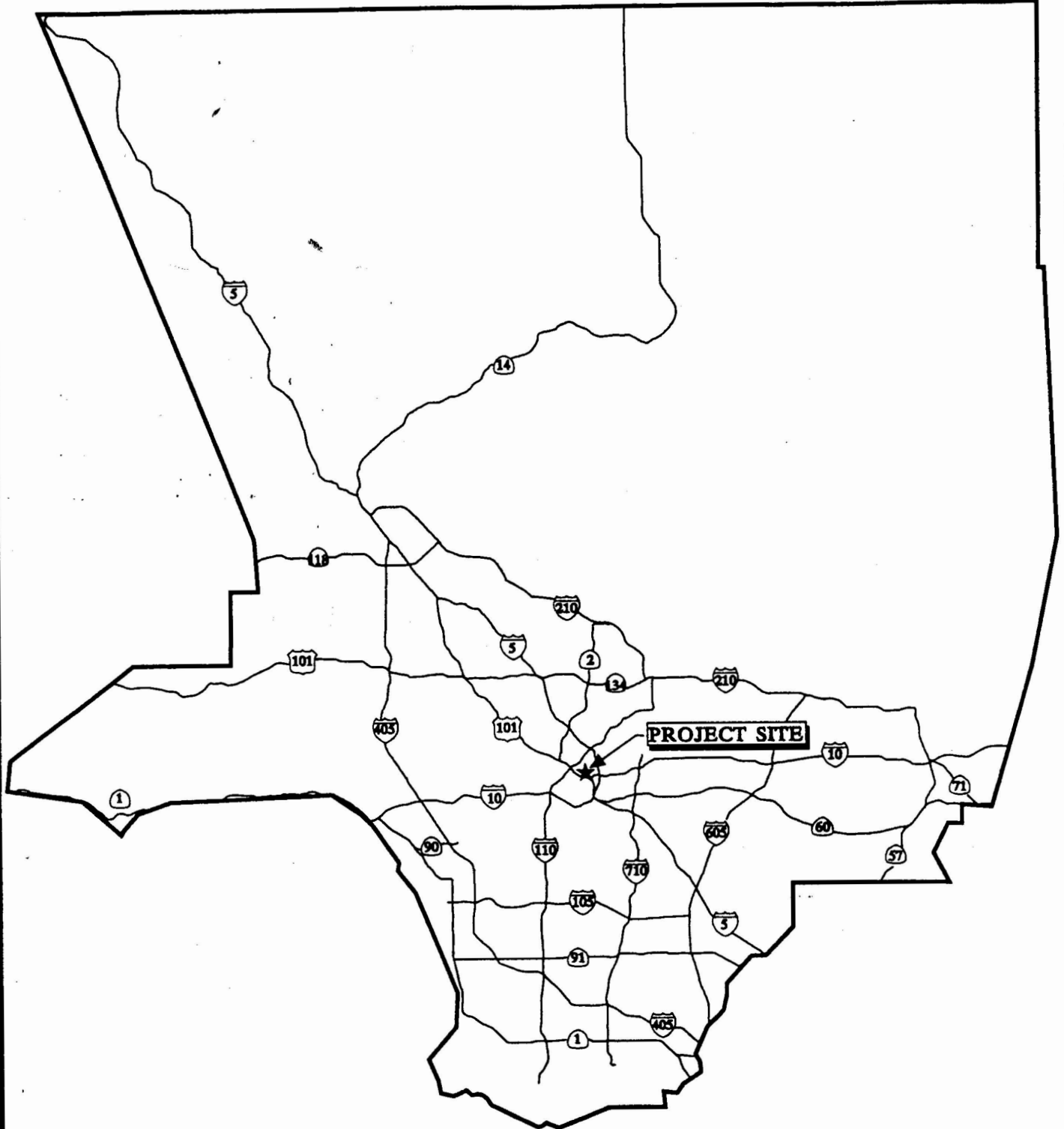
The ADP is a joint planning effort undertaken by the team of the Catellus Development Corporation and, on behalf of the United States Post Office, the Ratkovich-Villanueva Partnership. Catellus Development Corporation proposes the development of the Union Station property, while the Ratkovich-Villanueva Partnership will develop the Terminal Annex property.

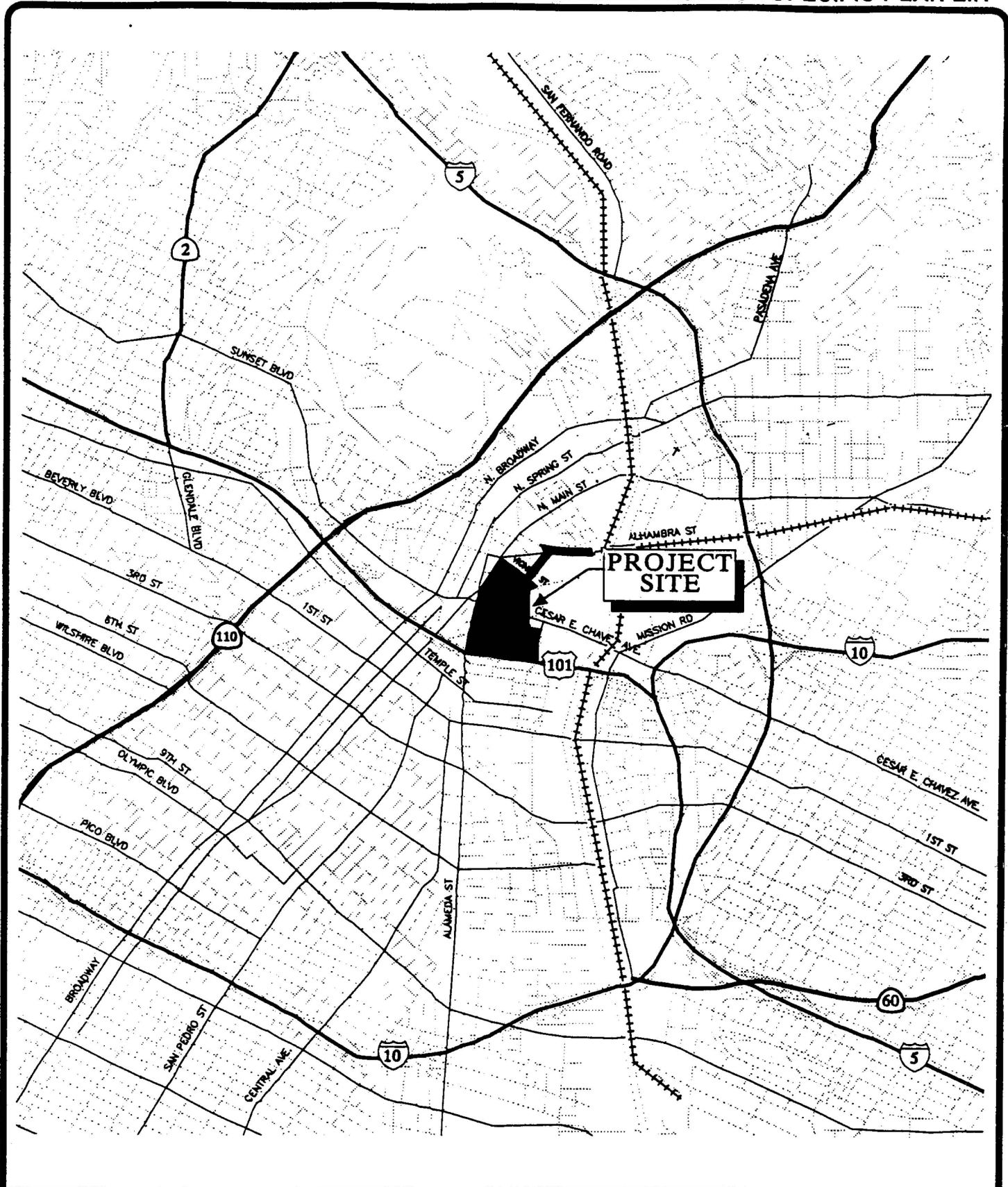
B. PROJECT OVERVIEW

The ADP proposes a master plan with a pedestrian-oriented mixed-use business district that builds upon the retail and business character of Olvera Street, Chinatown, and Downtown Los Angeles with new commercial and government offices. The business character of new development will be supported and reinforced with hotels, retail, entertainment, theaters, housing, cultural and transit-related functions.

Key to the ADP is the creation and enhancement of an intermodal transportation center. The transportation component of the ADP integrates both regional commuter transit and local circulator transit opportunities along with a coordinated transportation demand management program to minimize the use of the automobile. Additionally, the inclusion of medium to high density mixed office uses at the transportation hub will reduce automobile trips, thereby relieving congestion.

The Urban Design and Open Space Elements of the ADP will require public spaces, plazas, gardens, parks, and other open space areas to be built upon courtyards and open spaces already within the district. Additionally, the Urban Design Element sets forth goals and policies to preserve and protect the historic elements of the ADP area. These are discussed in further detail in Section IV.B.



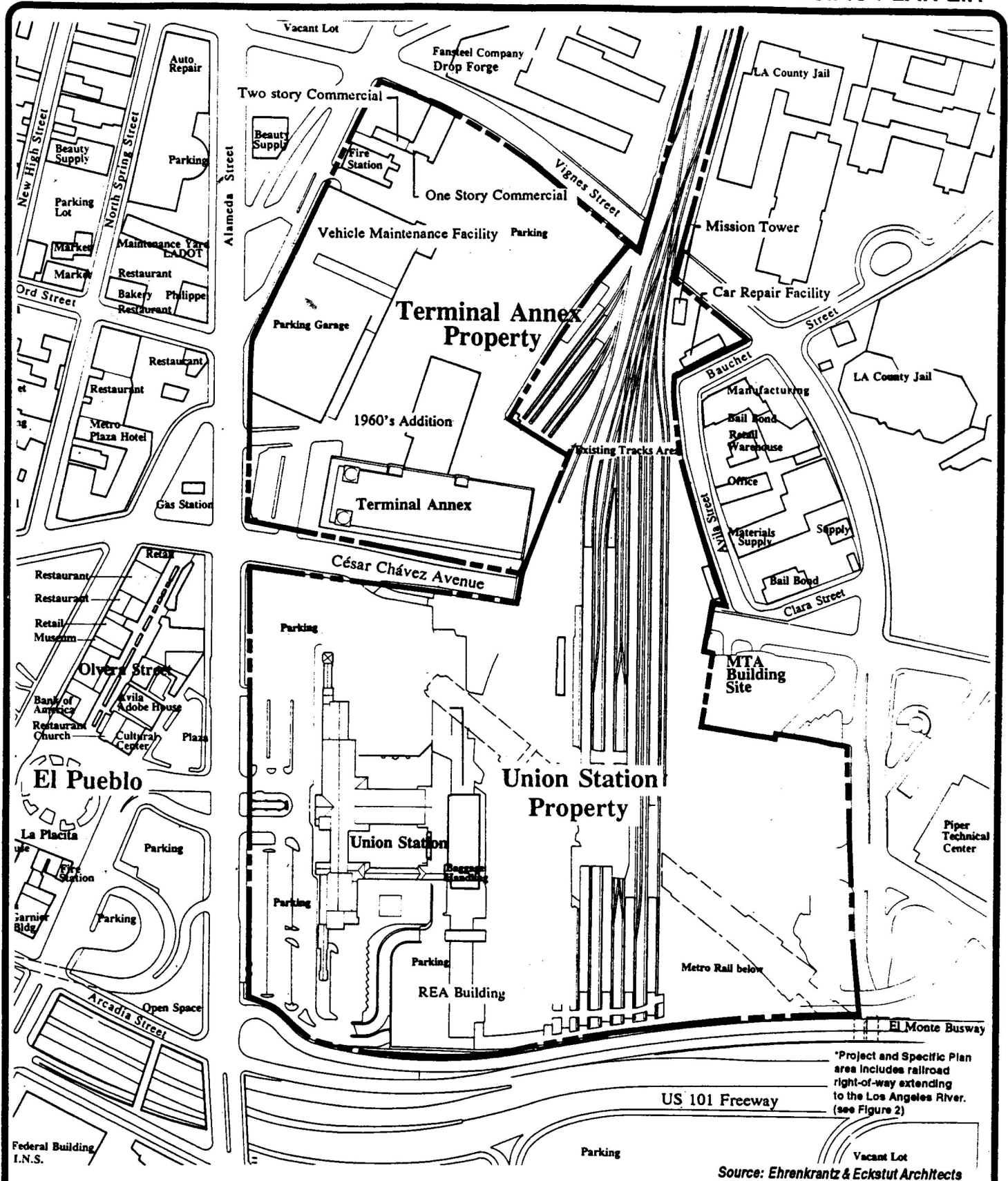


C CORDOBA CORPORATION
EPA ENVIRONMENTAL PLANNING ASSOCIATES



Figure 2
VICINITY MAP

ALAMEDA DISTRICT SPECIFIC PLAN EIR



*Project and Specific Plan area includes railroad right-of-way extending to the Los Angeles River. (see Figure 2)

Source: Ehrenkrantz & Eckstut Architects

C CORDOBA CORPORATION
EPA ENVIRONMENTAL PLANNING ASSOCIATES



0 400 800
 SCALE IN FEET

Figure 3
ALAMEDA DISTRICT PLAN
BOUNDARIES

C. PROJECT OBJECTIVES

The intent in developing the ADP is to encourage new development by creating a single, cohesive master plan which links Union Station and Terminal Annex with Olvera Street, Chinatown and Downtown Los Angeles, to implement the City's adopted Land Use/Transportation Policy, and to strengthen Union Station as the transportation hub of the Southern California region. The ADP proposes an urban environment of great complexity and diversity, which complements and enhances the existing context, by enhancing the site with new development, by helping to preserve the historic buildings, and by offering a pedestrian-oriented environment. The ADP's intent is further achieved through the following objectives:

- 1) To preserve and enhance the Terminal Annex and Union Station buildings and the most significant surrounding architectural and historical resources on the site while integrating amenities which support area residents, employees or visitors from throughout the region.
- 2) To enhance the regional transportation hub at Union Station by encouraging the use of public transit, increasing the availability of the transportation center, and providing pedestrian connections from the Alameda District to the surrounding neighborhoods and the downtown area.
- 3) To provide a center of economic development at the ADP site and adjacent to the Civic Center, comprised of new commercial and government offices, hotels, cultural and entertainment services and retail stores that will complement and support existing business activities.
- 4) To develop and revitalize a mixed-use commercial/residential environment which builds upon the rich cultural and architectural heritage of the Central City North area and links downtown and adjacent communities.
- 5) To build upon and complement the cultural character of Chinatown, Olvera Street and Little Tokyo by creating a distinctive pedestrian and tourist oriented commercial focus at the ADP site.
- 6) To implement the City's Land Use/Transportation Policy by coordinating and concentrating employment and development around the region's transportation hub.

- 7) To maintain and enhance the economic vitality of the City of Los Angeles by providing business and job opportunities associated with the construction and occupancy of buildings in the Alameda District.
- 8) To concentrate higher densities and intensities of land use in the Transit Office Core Planning Area within the ADP site with transit accessible buildings which maximize the use of the transit facilities and high occupancy vehicles, and reduce reliance on single-occupancy automobile transportation.
- 9) To minimize impacts on public health, safety and environmental quality by reducing motor vehicle emissions by facilitating transit and by creating a more efficient urban form at the ADP site.
- 10) To create a planned urban development which includes a transition in scale, height, and density within the Alameda District.
- 11) To adopt parking requirements for the ADP appropriate to high density transit areas including shared-use parking and maximum on-site parking ratios which are reduced as the transit system matures.
- 12) To provide public art designed to be compatible with the character and context of existing communities, and to create community facilities and amenities which may include child care, bicycle storage facilities, open space, plazas, street trees, special street lighting, special paving and street amenities.
- 13) To develop an on-site roadway network within the ADP site which facilitates internal site circulation and minimizes interference with pedestrian and transit access.
- 14) To provide a viable project which promotes the city's economic well-being and recognizes the investment of the project proponents in the properties that comprise the ADP.

D. PROJECT DEVELOPMENT AND PHASING

Buildout of the ADP would occur in two phases, Phase I and the Buildout Phase. This EIR assumes that the full master plan for the ADP is completed by the year 2010. However, because each individual building will be constructed only as users are identified for that building, market forces have influence on specific locations of buildings within the Specific Plan areas as well as on the completion year of Phase I and Buildout Phase of the project.

The Buildout Phase could take longer than 15 years to achieve under current market conditions. Of the buildings that currently exist within the ADP area, the uses range from vacant to fully operational. The ADP envisions that some structures will be demolished, some will be preserved, and some will be adaptively reused. The subsequent discussion for Phase I and Buildout Phase development addresses both demolition and development in each phase.

Environmental Equivalency

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.

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.

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.

1. Phase I Development

Phase I consists of 3,362,000 square feet of new and adaptive reuse development as shown in Table 3. Proposed uses include commercial and government office space, retail, and a museum. 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. During Phase I, the Metropolitan Water District will construct its approximately 540,000 square foot headquarters building on the Union Station property (included in the 2,055,000 square feet).

As shown in Figure 4 and identified in Table 3, three commercial office buildings would be developed on the Terminal Annex property. Additionally, the historic Terminal Annex Building would be rehabilitated in conformance with required historic preservation guidelines and would be adaptively reused for government office uses and postal sales. Three government office buildings, one commercial office building, a retail complex, and a museum would be developed on the Union Station property.

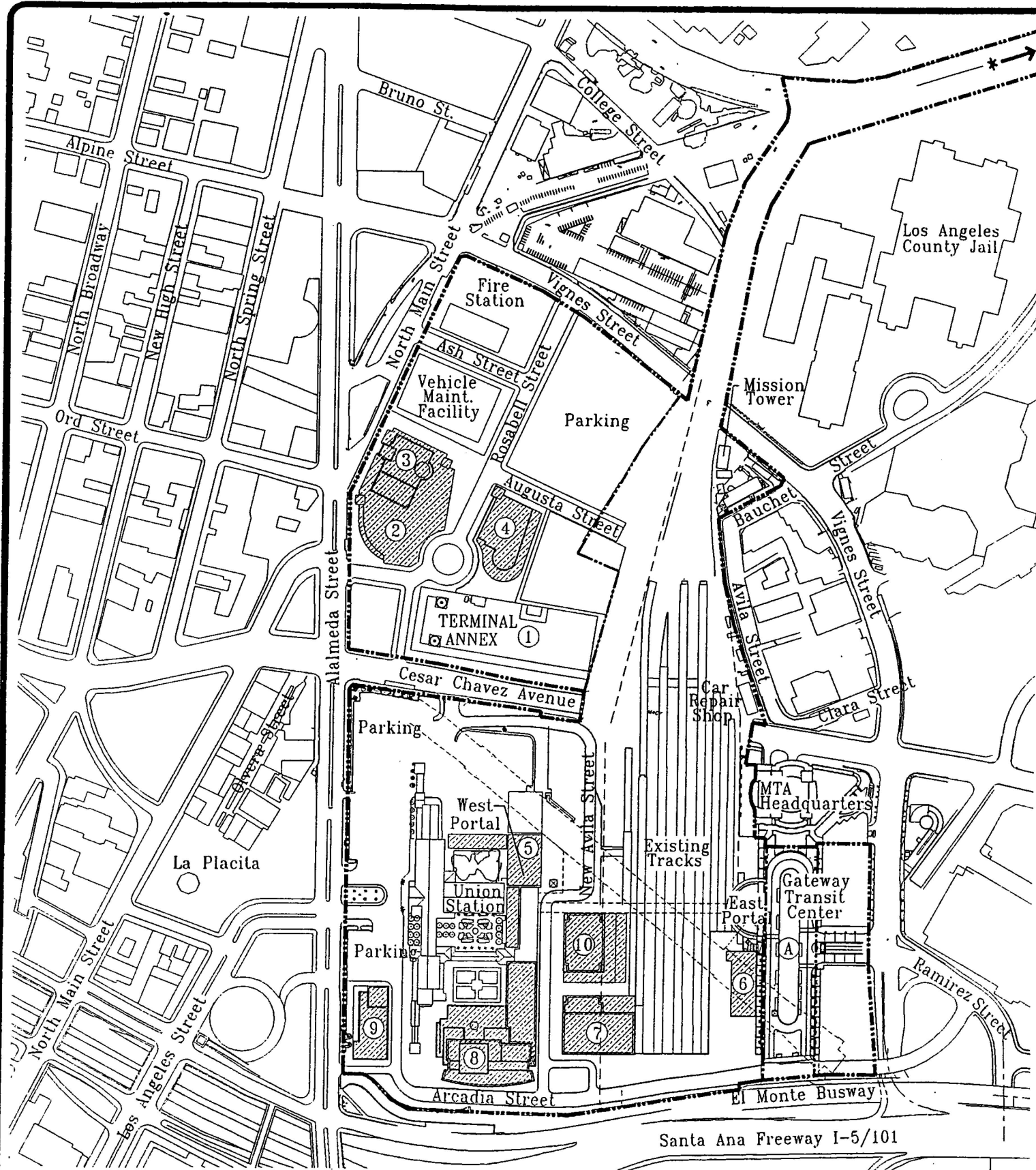
Figure 4 identifies the anticipated development locations during Phase I. Should these locations be modified at the time of development, such modifications would be analyzed by the city through the environmental equivalency review process.

In order to develop this project, contributing or background structures on both the Terminal Annex and Union Station properties will be demolished. During this Phase, 187,900 square feet will be demolished on the Terminal Annex property including 24,400-square feet of the Terminal Annex Building (457,000 square feet will be reused), the 1960s extension, and both the one- and two-story commercial buildings. Postal Service operations totaling approximately 50,000 square feet will be relocated to the Vehicle Maintenance Facility during Phase I. The existing parking structure will also be demolished.

On the Union Station property during Phase I, approximately 93,500 square feet of the Railway Express Agency (REA) Building, including portions built in the 1950s and later modified by Caltrans in the 1980s, will be demolished. The baggage handling and Amtrak office uses currently located in the REA Building will ultimately be relocated to a building proposed to be developed in Phase I of the project.

**TABLE 3
PHASE I DEVELOPMENT SUMMARY**

Use	Maximum Floor Area (sq. ft.)	Height (Feet Above Grade)	Stories
TERMINAL ANNEX PROPERTY			
Commercial Office ¹	400,000	180	12
Commercial Office ¹	250,000	120	8
Commercial Office ¹	200,000	60	4
Government Office ¹ (Adaptive Reuse)	457,000	80	4
SUBTOTAL	1,307,000		
UNION STATION PROPERTY			
Government Office ²	540,000	180	12
Government Office ²	470,000	240	16
Government Office ²	255,000	160	11
SUBTOTAL: GOVERNMENT OFFICE	1,265,000		
Commercial Office ²	620,000	350	25
Retail	100,000	60	3
Museum	70,000	50	3
SUBTOTAL	2,055,000³		
TOTAL DEVELOPMENT: PHASE I			
Commercial Office	1,470,000		
Government Office	1,722,000		
Retail	100,000		
Museum	70,000		
TOTAL PHASE I	3,362,000		
¹ Total includes an aggregate total of 100,000 square feet of retail space which would serve on-site uses. ² Total includes an aggregate total of 95,000 square feet of retail space which would serve on-site uses. ³ Subtotal does not include 140,700 square feet of existing development that will remain in Phase I development.			



Phase I

Terminal Annex Property

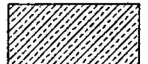
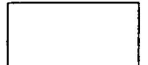
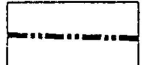
①	Government Office - 457,000 sq.ft. 4 Stories - 80 ft. height
②	Commercial Office - 200,000 sq.ft. 4 Stories - 60 ft. height
③	Commercial Office - 250,000 sq.ft. 8 Stories - 120 ft. height
④	Commercial Office - 400,000 sq.ft. 12 Stories - 180 ft. height
Subtotal: 1,307,000 sq.ft.	

Union Station Property

⑤	Retail - 100,000 sq.ft. 3 Stories - 60 ft. height *
⑥	Government Office - 255,000 sq.ft. 11 Stories - 160 ft. height
⑦	Commercial Office - 620,000 sq.ft. 25 Stories - 350 ft. height
⑧	Government Office - 540,000 sq.ft. 12 Stories - 180 ft. height
⑨	Museum - 70,000 sq.ft. 3 Stories - 50 ft. height
⑩	Government Office - 470,000 sq.ft. 16 Stories - 240 ft. height
Subtotal: 2,055,000 sq.ft.	

TOTAL PHASE I: 3,362,000 sq.ft.

LEGEND

	NEW BUILDING
	EXISTING BUILDING
	PROPERTY LINE

Note: All buildings locations are approximate; development may be located over track areas.

* Note: Site 5 location is approximate, scattered sites possible.

* → Note: Project and Specific Plan areas including railroad right-of-way extending to the Los Angeles River.

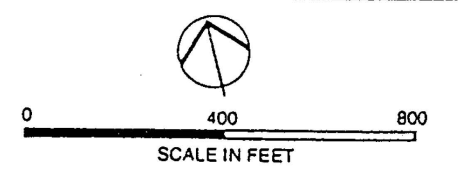


Figure 4
PHASE I DEVELOPMENT

In Phase I, 227,400 square feet of existing uses will remain, and 3,362,000 square feet will be developed, resulting in total site development of 3,589,400 square feet. During this phase, approximately 281,400 square feet of existing space will be demolished, resulting in a net development of 3,308,000 square feet.

2. Buildout Phase Development

Buildout Phase will result in a total of 10,960,700 square feet of new and existing development to remain over the entire ADP area. Maximum land use intensities are shown in Table 4.

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.

As with Phase I development, existing structures will be demolished on both the Union Station and Terminal Annex properties during Buildout Phase. On the Terminal Annex property, the Vehicle Maintenance Facility will be demolished and approximately 25,000 square feet of the relocated postal-related uses temporarily housed in this structure will be moved back into the Terminal Annex Building. The remaining 25,000 square feet of postal-related uses will be relocated off-site. The existing fire station, which is currently in service, will be relocated to an off-site location adjacent to the Terminal Annex property.

At Buildout Phase, on the Union Station property, approximately 42,000 square feet of the REA Building will be demolished. Approximately 31,500 square feet of this building will be retained upon Buildout Phase.

As shown in Table 4, approximately 7,500,000 square feet of new development is proposed on the ADP area site during the Buildout Phase. Approximately 128,700 square feet of existing space will be demolished, thus resulting in a total net development of 7,371,300 square feet. Upon Buildout Phase, new and adaptively reused development will total 10,862,000 square feet, and with 98,700 square feet of existing uses, a total of 10,960,700 square feet will exist on site.¹ Total new development on the site, demolition of existing structures, and total development are shown in Tables 5, 6 and 7, respectively. Development areas for the Buildout Phase are shown in Figure 5.

TABLE 4 BUILDOUT PHASE DEVELOPMENT SUMMARY	
Use	Maximum Floor Area (square feet)
BUILDOUT PHASE DEVELOPMENT	
Commercial Office ¹	4,480,000
Government Office ¹	1,520,000
Hotel (750 Rooms) and Conference Center	1,050,000
Residential (300 units)	300,000
Retail	150,000
TOTAL	7,500,000
¹ Includes approximately 220,000 square feet of retail space which would serve on-site uses.	

¹ According to Section 12.03 of the Los Angeles Municipal Code, parking structure uses are not considered floor area and therefore, have not been included in these calculations.

**TABLE 5
ADAPTIVE REUSE AND NEW DEVELOPMENT SUMMARY -
PHASE I AND BUILDOUT PHASE**

Use	Maximum Floor Area (square feet)
PHASE I	
Commercial Office ¹	1,470,000
Government Office ²	1,265,000
Government Office (Adaptive Reuse) ²	457,000
Retail	100,000
Museum	70,000
TOTAL PHASE I⁴	3,362,000
BUILDOUT PHASE	
Commercial Office ³	4,480,000
Government Office	1,520,000
Hotel (750 rooms) and Conference Center	1,050,000
Residential (300 units)	300,000
Retail	150,000
TOTAL BUILDOUT PHASE	7,500,000
TOTAL DEVELOPMENT	
Commercial Office	5,950,000
Government Office	3,242,000
Hotel (750 rooms) and Conference Center	1,050,000
Residential (300 units)	300,000
Retail	250,000
Museum	70,000
TOTAL DEVELOPMENT	10,862,000
¹	Includes an aggregate total of approximately 135,000 square feet of retail space which would serve on-site uses.
²	Includes an aggregate total of 60,000 square feet of retail space which would serve on-site uses.
³	Includes an aggregate total of 220,000 square feet of retail space which would serve on-site uses.
⁴	Subtotal does not include 227,400 square feet of existing development that will remain in Phase I development.

TABLE 6 EXISTING STRUCTURES TO BE DEMOLISHED OR ADAPTIVELY REUSED		
Use	Demolition (Square Feet)	To Remain or To Be Adaptively Reused (Square Feet)
PHASE I		
Terminal Annex Property		
Terminal Annex Building	24,400	457,000
Extension (1960s Addition)	151,400	0
Two-Story Commercial Building	6,100	0
One-Story Commercial Building	6,000	0
Vehicle Maintenance Facility	0	66,500
Fire Station	0	20,200
SUBTOTAL		543,700
Union Station Property		
Union Station Terminal	0	63,000
REA Building	93,500	73,500
Mission Tower	0	3,000
Car Repair Shop and Restrooms	0	1,200
SUBTOTAL	93,500	140,700
TOTAL PHASE I	281,400	684,400
BUILDOUT PHASE		
Terminal Annex Property		
Vehicle Maintenance Facility ¹	66,500	0
Fire Station	20,200	0
SUBTOTAL	86,700	0
Union Station Property		
REA Building	42,000	31,500
SUBTOTAL	42,000	31,500
BUILDOUT PHASE TOTAL	128,700	31,500
TOTAL PROJECT		
Terminal Annex Property	274,600	457,000
Union Station Property	135,500	98,700 ²
TOTAL:	410,100	555,700
¹ Approximately 25,000 square feet of the relocated postal-related uses temporarily housed in the Vehicle Maintenance Facility will be moved back into the Terminal Annex Building. The remaining 25,000 square feet of postal-related uses will be relocated off-site. ² Includes 63,000 square feet of the Union Station Passenger Terminal, 31,500 square feet of the Railway Express Agency building, and the Mission Tower and car repair shop structures containing 3,000 and 1,200 square feet, respectively.		

TABLE 7 TOTAL PROJECT DEVELOPMENT					
Use	New Development (Square Feet)	To Remain or To Be Adaptively Reused (Square Feet)	Total Development with Project (Square Feet)	Demolition (Square Feet)	Net Development (Square Feet)
Terminal Annex Property	3,450,000	457,000	3,907,000	274,600	3,632,400
Union Station Property	6,955,000	98,700 ¹	7,053,700	135,500	6,918,200
TOTAL	10,405,000	555,700	10,960,700	410,100	10,550,600
¹ Includes 63,000 square feet of the Union Station Passenger Terminal, 31,500 square feet of the Railway Express Agency building, and the Mission Tower and car repair shop structures containing 3,000 and 1,200 square feet, respectively.					

E. PROJECT CHARACTERISTICS

1. Land Use, Zoning, and Entitlements

The ADP will allow development of the project site with a range of complementary land uses. Ultimate development densities and configurations will be derived through adoption of the ADP itself along with review and consideration of the entitlements requested in connection with the project. 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). The FAR would not exceed approximately 4.0 on average; however, individual lots may exceed 4.0 FAR through a transfer of floor area from other lots within the project site.

Planning Areas

As shown in Figure 6, the ADP is comprised of three planning areas. These areas have been defined with regard to land use, density, and maximum height envelope characteristics.

Historic Area. This area includes the historic buildings and land uses. Density and height regulations are set forth in this area to protect and enhance the historic resources of the ADP. Within this area, the historically significant Terminal Annex and Union Station buildings are the visual focus of the site. Specific design characteristics have been established to preserve the prominence and integrity of the structures.

Mixed Use/Office Area. This area provides for a mix of land uses complementary to the overall planning objectives of massing development in and around the region's transit hub. This area will house much of the government and office development.

Transit/Office Core. This area provides for the highest density massing of office and commercial activities linked to the regional mass transit portal and transit plaza central to the ADP site. Density and height regulations provide for increased density and height in this area. This area is designed to ensure that the majority of office development will have direct access to transit facilities.

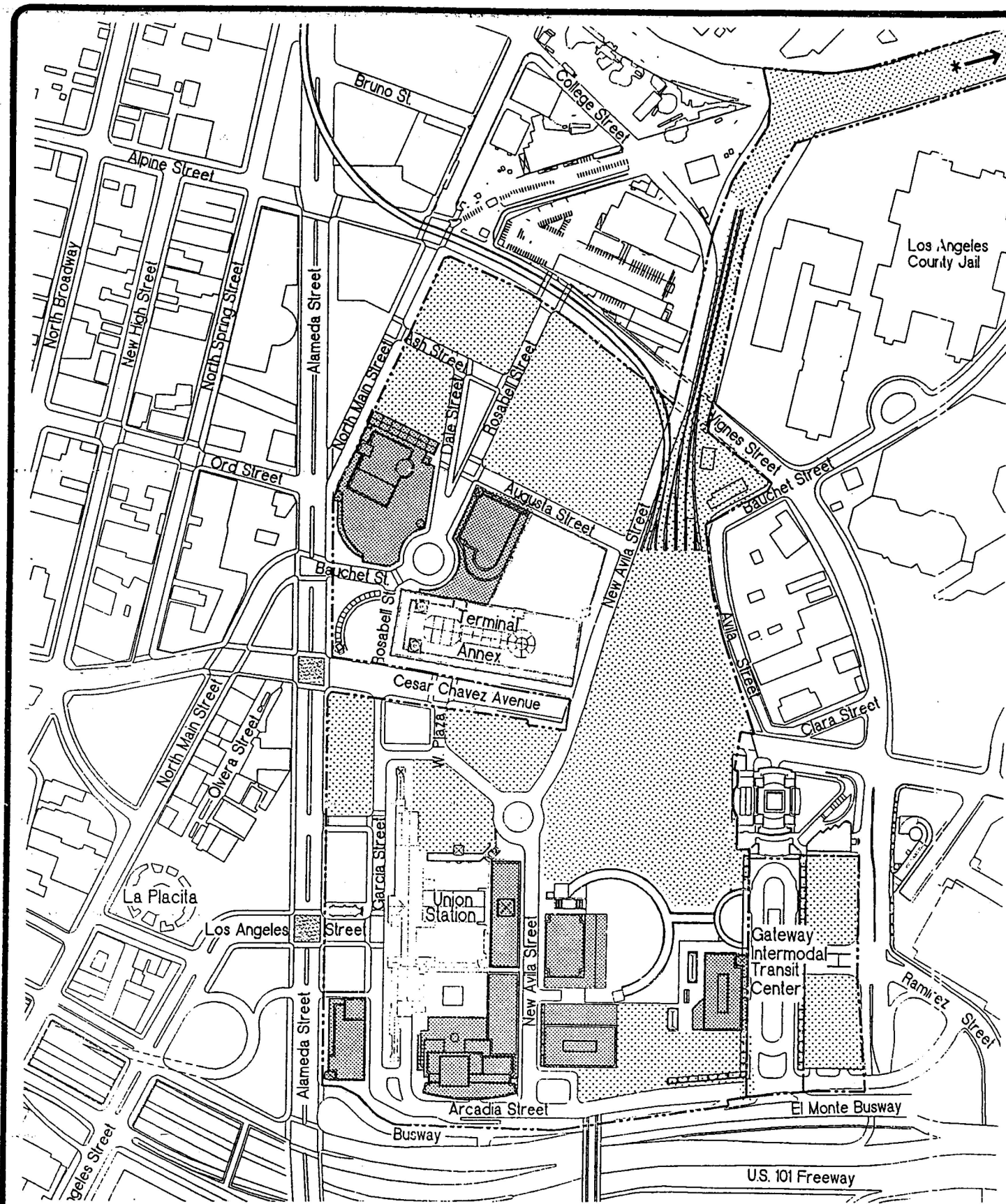
Entitlements

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 zone change from the existing [Q]M3-1 to C2-2-D with an average FAR of 4.0 to 1. The proposed zoning will allow such uses as commercial and government offices, hotels, conference center, residential, retail, and 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, from Heavy Industrial to Regional Center and incorporate the ADP Specific Plan by footnote 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 it 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.

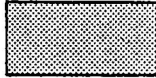



Buildout Phase

Use	Maximum Floor Area (Square feet)
BUILDOUT PHASE DEVELOPMENT	
Commercial Office (1)	4,480,000
Government Office (1)	1,520,000
Hotel (750 Rooms)/ Conference Center	1,050,000
Residential (300 units)	300,000
Retail	150,000
TOTAL	7,500,000 sf

(1) Includes approximately 220,000 square feet of retail space that would serve on-site uses.

LEGEND

-  PROPOSED BUILDINGS FOR PHASE I
-  PROPOSED AREAS FOR BUILDOUT PHASE

Note: For illustrative purposes only.

* → Note: Project and Specific Plan areas including railroad right-of-way extending to the Los Angeles River.

Source: Ehrenkrantz & Eckstut Architects

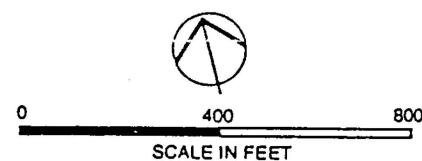
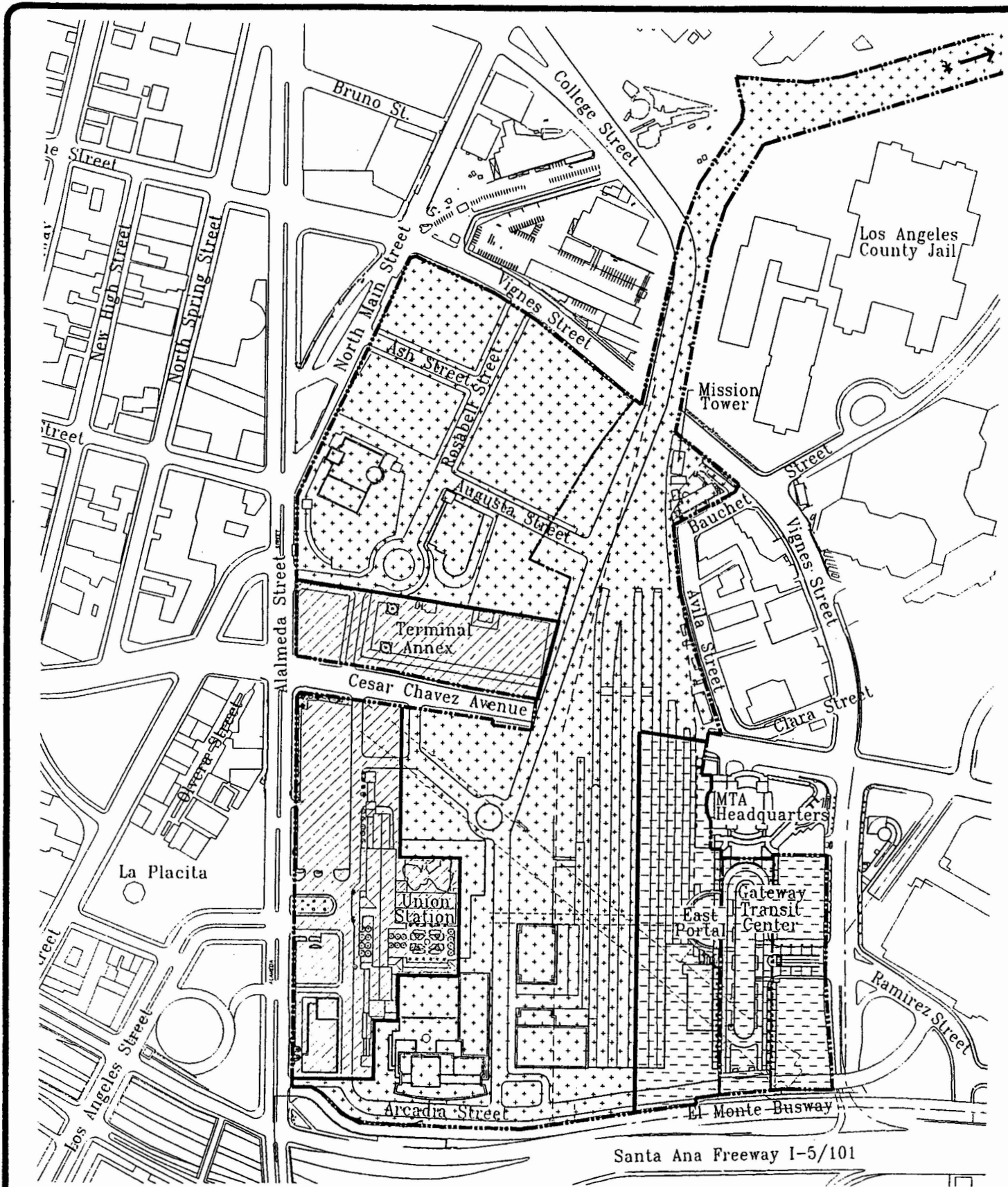


Figure 5
 BUILDOUT PHASE DEVELOPMENT AREAS



Land Areas

Terminal Annex Site	= 18.23	acres
Union Station Site	= 52.29	acres
Total Site Area	= 70.52	acres

Planning Areas	Allowable or Permitted Uses	Height Parameters (Maximum Allowed Height)
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	HISTORIC AREA	<ul style="list-style-type: none"> • Adaptive Re-use (Gov. & Commercial) • Government Office • Conference Center • Museum • Other uses permitted by ADP Specific Plan. <p>Includes historic buildings and land uses. Density and height regulations are set forth in this area to protect and enhance the historic resources of the Alameda District Plan.</p>	80 ft.
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	MIXED USE/OFFICE AREA*	<ul style="list-style-type: none"> • Government Office • Commercial Office • Retail • Hotel • Conference Center • Transit • Residential • Other uses permitted by ADP Specific Plan. <p>This area provides for a mix of land uses complementary to the Historic Area in both scope and scale. * Includes development area over existing tracks</p>	400 ft.
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	TRANSIT OFFICE CORE*	<ul style="list-style-type: none"> • Government Office • Commercial Office • Retail • Hotel • Conference Center • Transit • Other uses permitted by ADP Specific Plan. <p>This area provides for a high-density massing of office and commercial activities linked to the regional mass transit portal and transit plaza central to the ADP site. Density and height regulations provide for increased density and height in this area. * Includes development area over existing tracks</p>	550 ft.
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	PROPERTY BOUNDARY		PLANNING AREAS BOUNDARY
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* → Note: Project and Specific Plan areas including railroad right-of-way extending to the Los Angeles River.

Source: Ehrenkrantz & Eckstut Architects

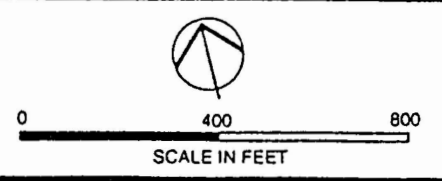


Figure 6
ADP PLANNING AREAS

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 such financing districts, and other approvals required.

2. Transportation and Access

Union Station is, and will continue to be, the central distribution point for the region's public transportation system, providing multimodal travel for long distance, commuter and local rail and bus services. Existing transportation facilities include: the El Monte Busway, Amtrak inter-city service between Union Station and cities in California and throughout the Country; Metrolink Commuter Rail, consisting of five separate routes servicing five counties and 36 cities; and Phase I of the Metro Red Line subway, which connects to the Metro Blue Line light rail at the Seventh and Flower Streets station in Downtown Los Angeles. Union Station also accommodates Amtrak's feeder bus service, MTA's express and local bus service, Foothill Transit Zone bus service, and Los Angeles Department of Transportation (LADOT) Dash, Commuter Express, and Train 'n Wheels bus service. Furthermore, city taxis, vans, shuttles, and private automobiles utilize Union Station's facilities.

Expansions to this multi-modal transit network are currently under development by several transportation and planning agencies in Southern California. In the immediate future, Union Station will service the extensions and enhancements of the Metro Red and Blue Lines, Metrolink Commuter Rail, and Amtrak inter-city service. Furthermore, local transit connections to the Central Business District, increased shuttle bus service, and the integration of local express and contract bus services into one system have been proposed.

The transportation element of the ADP is proposed to provide a high level of mobility to and within the project site. Transit and roadway access, pedestrian and vehicular

on-site circulation, parking policies, and transportation demand management (TDM) programs will be integrated into a comprehensive multimodal plan for the property.

The transportation plan is based on four key concepts:

- Significant use of mass transit to minimize auto trips, especially drive-alone trips.
- Strong pedestrian circulation system to complement high-transit service.
- Dispersal of automobile traffic across numerous access/egress locations to minimize traffic impacts on surrounding streets and communities.
- Interception of those vehicles destined for the ADP into subterranean parking from perimeter streets.

Detailed discussions and analyses of transit, circulation, and parking impacts are provided in their respective sections of this EIR. Since the transportation element of the project is essential to the definition of the ADP, a general overview is provided here.

Public Transit

Union Station is the hub for numerous modes of public transit including Amtrak, Metrolink commuter rail, the Metro Red Line subway, and the future Metro Blue Line light rail. The site is also served by local bus service via the city street system, as well as by regional express bus service on the El Monte Busway adjacent to the south end of the site.

The ADP transportation plan is designed to facilitate the use and operation of all transit facilities at Union Station. A key element is the proposed transit concourse located at track level at the south end of the rail tracks. It is anticipated that the proposed transit concourse will be built by a public agency as part of the transit facility enhancement during Phase I or the Buildout Phase. All Amtrak ticketing and baggage facilities are proposed to be relocated from their current location (one level below and to the west of the tracks) into the new transit concourse. This will facilitate convenient access to the train platforms, as well as improve interchange access to all rail service at Union Station, including commuter rail and light rail. The concourse would provide significant additional capacity for transit riders, and would

relieve congestion in the existing passenger tunnel which runs beneath the tracks and is the only current access route to the train platforms. The train concourse will also be linked to the Metro Plaza buses on the east side of Union Station.

The transportation component of the ADP proposes to locate Amtrak bus, shuttle bus, and taxi pick-up/drop-off areas in a subsurface location beneath the new transit concourse with access from Alameda Street. The concourse and bus/taxi facility would enhance the integration of connections between the different rail systems that operate at Union Station. Additionally, access and egress to those rail systems from other surface modes, including bus and automobile, would be enhanced.

Internal Circulation

On-site improvements are planned to enhance access within the ADP area and provide for efficient on-site circulation, while minimizing any impacts to the surrounding city street system. A conventional grid system of local streets on the property would provide access to parking and building frontages. The internal street circulation is designed to permit vehicular traffic within the ADP area but discourage traffic from passing through. Pick-up and drop-off areas in front of buildings would be provided, and streets configured to keep travel speeds low and to ensure that common areas remain pedestrian-oriented. A detailed description of project roadways and circulation is provided in Section IV.D.1.

Site Access

The ADP site is accessible via transportation corridors from all sides, including: the US-101 freeway from both the east and west; Alameda Street, Los Angeles Street, and Main Street from the south; Sunset Boulevard, Alpine Street, and College Street from the west; North Spring Street and North Main Street from the north; and Cesar E. Chavez Avenue from the east. Direct access to the ADP area will be from all major streets bordering the site, including: Alameda, North Main, Vignes and Cesar E. Chavez Avenue. A detailed description of specific access points is provided in Section IV.D.3 Access.

Parking

Adequate and convenient parking would be provided throughout the ADP area. Due to the significantly higher use of public transit anticipated for the ADP, substantially less parking will be necessary on-site than for a typical project of this size. At

Buildout the overall parking ratio for the project is anticipated to be 1.1 spaces per 1,000 square feet of development. Additionally, the ADP proposes a shared parking component to house parking on a 24-hour basis. Parking would generally be located at grade, three to five levels below grade, and at limited low-rise (two levels) above grade facilities. Parking will be provided under and adjacent to buildings. At Buildout Phase, approximately 11,825 parking spaces will be provided within the project site. Access to the parking garages will be from major arterials and internal roads. See Section IV.D.2 for more details on the parking component.

Pedestrian Circulation

The ADP sets forth specific pedestrian circulation policies and goals. The primary objective is to create open space and pedestrian connections within the ADP and to areas outside, including El Pueblo/Olvera Street, Chinatown, Little Tokyo and the Civic Center. Pedestrian spines are proposed to link transit facilities and major elements within and adjacent to the ADP. The landscape and open space components of the ADP set forth policies to enhance pedestrian movement and the walking environment.

Pedestrian circulation will be provided at the following three levels: existing street level, existing train yard level, and above the train yard. A major east-west access through the site at existing grade will link the Metro Plaza in the east through the existing passenger tunnel to serve all the rail facilities, and through the Union Station Passenger Terminal to Alameda Street. North-south pedestrian movement will be accommodated primarily along Union Avenue which will link the Terminal Annex property to the West Metro Plaza and Arcadia Street. At garden level, pedestrian open space above the train tracks will link all parcels on the west and east sides of the railroad tracks through a series of plazas and gardens.

An integrated system of escalators and elevators will help pedestrians and commuters transition between levels. The pedestrian circulation system will also include connections to El Pueblo/Olvera Street and its connections to Chinatown and Downtown.

3. Historical Resources

The ADP area includes two primary structures of historic and architectural significance on the national, state, and local levels: the Los Angeles Union Station Passenger Terminal and Terminal Annex Building. In addition, ancillary structures

which contribute to the significance of the property exist on the Union Station portion of the site. The Union Station Passenger Terminal was built in 1939 on the site of the old Chinatown, with a unique architectural combination of Spanish Colonial Revival style (light stucco walls, tile roof, and beamed interior ceilings) with Streamline Modern imagery (graphics, light fixtures, and furnishings). Union Station was built according to plans drawn by two of the City's most prominent architects, John and Donald B. Parkinson, in conjunction with architects representing three railroad companies. The Union Station Passenger Terminal was listed as a City of Los Angeles Historic Cultural Monument in 1972 and listed on the National Register of Historic Places in 1979.

The United States Postal Service Terminal Annex Building, constructed in 1938, is also a National Register-listed property (designated in 1984). The Terminal Annex Building was designed by Gilbert Stanley Underwood, a prominent local and nationally recognized architect. The Building displays an eclectic mix of Spanish Colonial Revival, Mission Revival, and Pueblo stylistic/architectural influences. Until 1989, the facility served as the core of the U.S. Postal System in Los Angeles. Significant architectural and historical resources of the Terminal Annex Building include its lobby murals by Boris Deutsh and the west and south facades.

The Historic Resources Element of the ADP sets forth goals and policies to preserve and protect the historic components of the ADP. These are discussed in further detail in Section IV.C.3. However, key goals and policies include:

Preservation and Reuse of Historic Structures:

- The Terminal Annex and Union Station Buildings will be preserved and rehabilitated according to the Secretary of the Interior's Standards for Rehabilitation. The Plan allows new active uses within the restored buildings.
- The exterior will be cleaned, rehabilitated, and repainted with renovated lighting and landscape, in accordance with the original colors and materials.
- To the extent feasible, existing elements will be adapted for reuse.
- Subsurface connections (such as utility tunnels and parking garages) to the basement levels of historic buildings will be allowed.

- The Union Station courtyards will be refurbished for open space and retail/entertainment uses.

New Development Guidelines and Policies:

The ADP recommends that new development in and adjacent to the Historic Area reinforce the architectural character and symbolic prominence of the Union Station and Terminal Annex buildings. Recommended design policies are as follows:

- New buildings should not copy or mimic the existing historic structures. New materials, finishes and forms should be compatible with the existing materials in scale, color, massing and texture.
- Massing and architectural treatment should be designed to minimize interference with both Union Station's and the Terminal Annex's image and character.
- The new buildings should step back when feasible to provide appropriate sightlines.
- No building may exceed the height limits of the respective planning area within which it is placed.
- Interior modifications should have little impact on exterior surfaces of historic buildings, though new openings may need to be created for access and egress to selected areas.
- Additions, connections and new buildings adjacent or in close proximity to Union Station or Terminal Annex historic buildings should be constructed of similar or sympathetic materials that are in keeping with the original design intent such as light colored walls, smooth textures, etc.
- The contextual relationship between the buildings and their surroundings should be preserved by the continued use of courtyards or other open spaces between the Union Station or Terminal Annex historic buildings and new development.
- All major public pedestrian paths should lead to the Union Station or Terminal Annex historic buildings.

- Buildings fronting Alameda Street within the Historic Area should remain low in scale and be designed to reinforce the existing Spanish Colonial Revival imagery apparent in Union Station and El Pueblo/Olvera Street, through the use of arcades, paving, archways, and courtyards.

4. Urban Design Element

The Urban Design Element of the Alameda District Plan includes general design principles, landscape and open space guidelines with provisions regarding heights, parking, and pedestrian, transit, and vehicular access. Policies have been developed with the objectives of reinforcing the specific nature of each Planning Area as well as establishing guidelines to promote the transition and connections between the areas. Height guidelines have been established to reduce height within the Historic Area adjacent to Alameda Street, and increase heights as buildings approach the Transit/Office Core at the eastern portion of the project area. Some of the urban design policies include:

- Mixed-use development with an emphasis on a variety of open spaces.
- New development as an extension of the existing character of the area.
- Smaller scale development in the foreground, sensitive to the character and scale of the historic buildings.
- An interconnected access system that makes linkages internally and connects to the larger downtown community.

5. Open Space Element

The key component of the Open Space Element of the ADP is to set guidelines to create a pedestrian environment that links many small open spaces with well landscaped walking paths. Trees are proposed to line the perimeter streets and major internal arterials, as well as provide shade in the open areas. A series of linked, small open spaces would include gardens, patios, and plazas.

The emphasis of this element of the Plan is on the creation of the public environment, streets, parks, and gardens. This creates an amenity greater than normally found downtown. The Plan proposes the following key principles:

- Continue the style and intent of the historic courtyard spaces.
- Connect open spaces into one continuous system.
- Provide open spaces with diverse size, style and character.